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# AUTOSPORT

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BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

SIDNEY ALLARD'S GREAT VICTORY IN THE MONTE  
CARLO RALLY: FULL, ILLUSTRATED REPORT—

THE MERCEDES-BENZ 300S, BY MAJOR T. W. STUBBS—  
THE LAW AND THE COMPETITION MOTORIST—

JOHN BOLSTER — RUSSELL LOWRY — "AENEAS"





GOODWOOD TROPHY



BELGIAN GRAND PRIX



DUTCH GRAND PRIX



SWISS GRAND PRIX



GRAND PRIX d'EUROPE



ULSTER TROPHY



BARI GRAND PRIX



EMPIRE TROPHY



TARGA FLORIO



MANX CUP



SPANISH GRAND PRIX



LUXEMBOURG GRAND PRIX

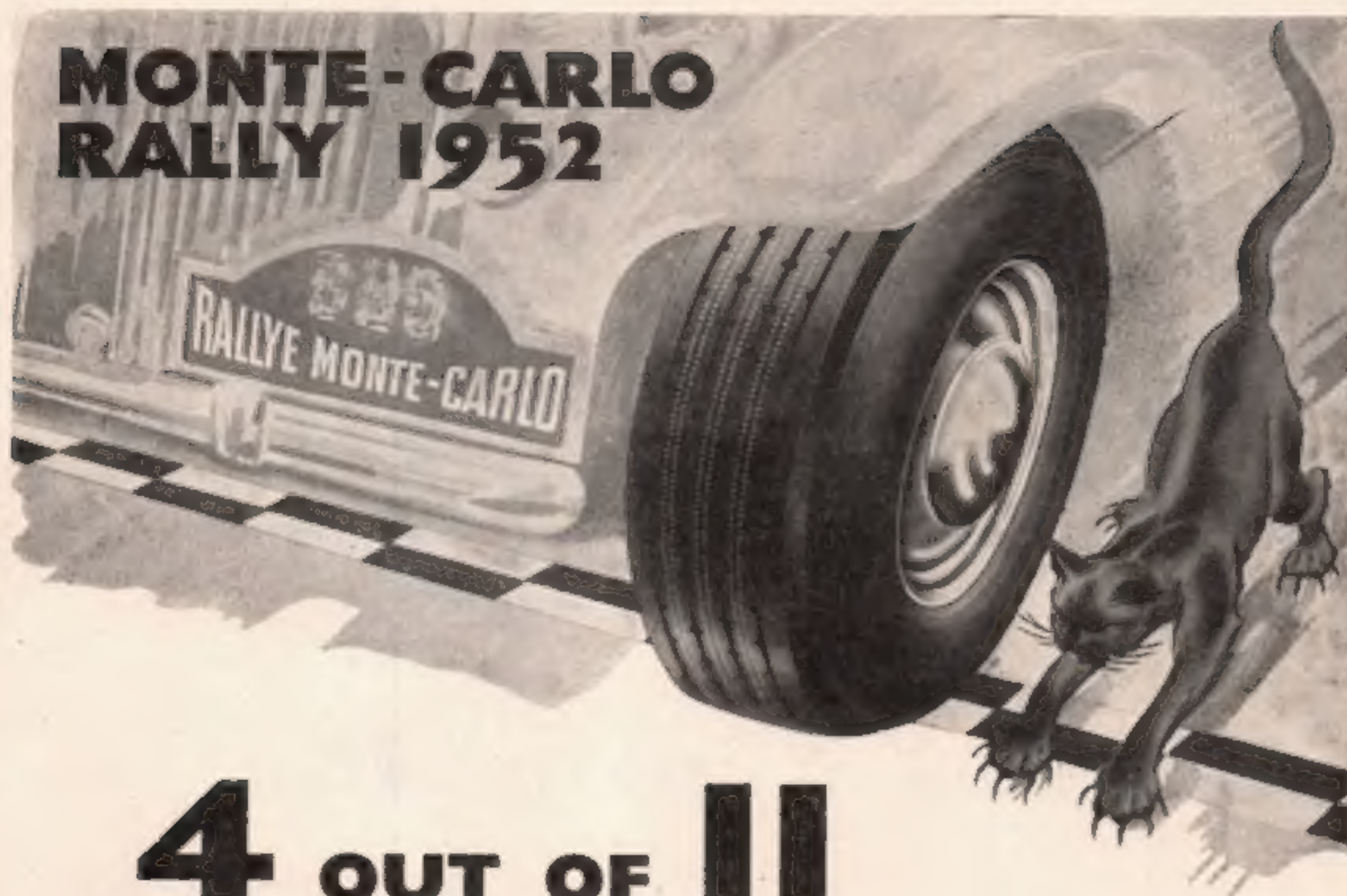
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*won by*

***S. H. Allard***

*Congratulations to Mr. S. H. Allard, Mr. G. Warburton, and Mr. Tom Lush driving a standard Allard saloon, on their great achievement. Mr. Allard completed the run from Glasgow to Monte Carlo without loss of points. Having learned to rely on VIGZOL when racing, he naturally chose this oil for the Rally, and we are proud to have some share in his triumph.*

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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

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Assistant Editor - C. POSTHUMUS  
Northern Editor - RUSSELL LOWRY  
France - GERARD CROMBAC  
Chief Photographer - GEORGE PHILLIPS  
North of England - FRANCIS N. PENN

## CONTENTS

	Page
Sports-News . . . . .	132
Front Wheel Drive, by John Bolster . . . . .	133
The Law and the Competition Motorist—6 ; The Handicap "Fiddle" . . . . .	134
The Mercedes-Benz 300 S, by Major T. W. Stubbs . . . . .	135
Russell Lowry's Northern Lights . . . . .	137
Scotch Corner, by "Aeneas" . . . . .	138
Correspondence . . . . .	139
Sidney Allard's "Monte" . . . . .	140
News from the Clubs . . . . .	152

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## EDITORIAL

FIRST International event of 1952, the 22nd Monte Carlo Rally, resulted in an overwhelming victory for British cars and drivers, with Allard, Sunbeam-Talbot, Jupiter and Jaguar taking top honours. Outright winner Sidney Allard could not compete in the 1951 rally, as the regulations strictly barred cars fitted with proprietary engines. This magazine protested strongly against this unfair restriction, and it was pleasing to learn when the 1952 regulations were issued, that the ban no longer applied.

Trials and racing experience both played their parts in this historic British triumph. On the one hand we had in Sidney Allard and Guy Warburton two very successful trials drivers: third man, Tom Lush, has also had considerable experience of mud-plugging. On the other we have brilliant young racing driver Stirling Moss, taking part in his first International rally. He was supported by arch-organizer Desmond Scannell, of B.R.D.C. fame, and technician John Cooper, who is also a well-known motoring journalist.

Allard himself admits that only trials experience gave him the necessary confidence to drive at fairly high speeds over ice-bound roads. Moss has now proved himself to be an outstanding driver in *any* type of event, and it is interesting to reflect that the general description of driving a racing-car is that it is like handling a normal vehicle on ice!

The makers of the Sunbeam-Talbot made a strong bid for victory this year, and there is no doubt whatsoever that the marque has definitely arrived in the high-performance category with a vehicle which owes its origin to the fine Aero Minx of the middle 1930's. Jaguar added more triumphs to an imposing list of successes, when two French-entered Mark VII saloons finished fourth and sixth respectively in the general classification. This was the Mark VII Jaguar's first appearance in an International competition. Jowetts have every reason to be satisfied with Marcel Becquart's fifth place, and the Farina-bodied car is of a type which can best be described as "eminently exportable".

France's Simca, Peugeot and Dyna-Panhard, Sweden's two-stroke Saab and Germany's Mercedes-Benz, Porsche and Volkswagen, all did extremely well. Mrs. Greta Molander (Saab) won the "Coupe des Dames" for the second time; in 1937 she succeeded with a Plymouth.

British cars also came out on top in the Concours de Confort, scoring outstanding successes for Bentley, Jaguar, Daimler and Hillman Minx. This competition is of the utmost value from an export angle. The cosmopolitan crowd which throngs the Riviera is bound to be impressed by seeing superbly-equipped and beautifully-finished closed cars which actually came through the difficult course for the 1952 Monte Carlo Rally.

### OUR COVER PICTURE

**SUPREME HONOURS:** Sidney Allard and his 4.4-litre Allard saloon, who scored an outstanding success for Britain by winning the 1952 Monte Carlo Rally. The last outright British victory in this classic Continental event was achieved in 1931 by Donald Healey in a 4½-litre Invicta.



**TWIN BOOM:** Piero Taruffi's Maserati-engined Italcorsa about to begin its successful attack on the International 50-miles record, previously held by Mrs. Gwenda Hawkes in a Derby-Miller. The Italian new figure stands at 143.9 m.p.h.



## SPORTS-NEWS

### SOUTH AFRICAN ROAD RACE

**T**HE False Bay "100" Handicap race was held on 2nd January in two heats and a final, over the 3½-mile Gunners' Circle course near Capetown.

Entries included Cannell's 3.7-litre Maserati, Henderson's R-type M.G., many sports-type M.G.s, American-based Specials and Stanley Reed in his rear-engined 2-litre Citroën Special. The latter drove superbly to win both his heat and the final. Le Roux (Mercury Special) was second, making fastest lap, and third was Les Millar's single-seat TC M.G.

### THE BRUSSELS SHOW

**A**MONGST the attractions at the Belgian International Motor Show at Brussels were the turbine-engined Rover which won the 1950 Dewar Trophy; the Silver Ghost Rolls-Royce, beautifully maintained, which won this Trophy in 1907, a Formula 2 racing Ferrari of the newest, four-cylinder type; a Le Mans-type Porsche, and the very neat Farina coupé in red and white on an XK 120 Jaguar chassis with wire wheels. This model is to be made available in small quantities to world markets by the Belgian Jaguar agency.

British makes at the Show included Austin, whose new "Seven" drew constant crowds, Aston Martin, Lagonda, Bentley, Jaguar,

Jowett, M.G., Morgan, Riley, Sunbeam-Talbot and others.

### "DAILY EXPRESS" INTERNATIONAL TROPHY FOR FORMULA 2 CARS

**T**HE big race of the day at Silverstone on 10th May, the *Daily Express* International Trophy, will be for Formula 2 cars, instead of Formula 1, as hitherto. The event will follow the previous pattern in consisting of two 15-lap heats and a final over 35 laps. As usual it will be supplemented by the one-hour Production Car Races.

The adoption of Formula 2, the B.R.D.C. state, is following a lead already set by almost all the major race organizers on the Continent; a step taken mainly because of uncertainty about Alfa Romeo and Ferrari plans, the virtual disappearance of Talbot from the Formula 1 scene, and Simca's announcement that they will not compete with supercharged cars this year.

Formula 2 prospects, they point out, are much brighter, with several new British contenders to challenge the Continentals.

### FERRARI ENTRIES FOR INDIANAPOLIS

**E**NZO FERRARI has nominated Luigi Villorelli and Alberto Ascari with 4½-litre unsupercharged Ferraris for the Indianapolis 500 Miles Race on

30th May. Two other works cars may also compete, drivers unstated, although it may be expected that Tony Bettenhausen, whom Ferrari is reported to have offered a wheel for early 1952 races, will drive for the Italian concern.

The cars will be specially prepared to meet Indianapolis conditions. Villorelli is already familiar with the circuit, having driven a 3-litre Maserati there in 1946, when he finished seventh.

### THAT NEIGHBOURLY SMILE FOR 2s 6d.

**T**HE R.A.C. are now supporting the P.M.G.'s appeal to motorists to fit suppressors to the ignition systems of their cars, and thus avoid causing interference with television reception. Suppressors cost half-a-crown, do not affect starting or running of the engine in any way, and are fitted in a few minutes.

**H**UGH HOWORTH will drive an HKX 120C Jaguar in British sports-car races next season. His very fast blue and red XK 120 has been sold to Jack Haslam.

### HELD OVER

**P**RESSURE on space this week has necessitated the holding over of our feature "Pit and Paddock", "Seasonal Survey, Part 6", and Dudley Coram's "Saga of the Aston Martin".



**CABARET ACT:** John Eason Gibson putting on a much appreciated impromptu cabaret performance at the highly successful North London Enthusiasts' C.C. annual dinner.

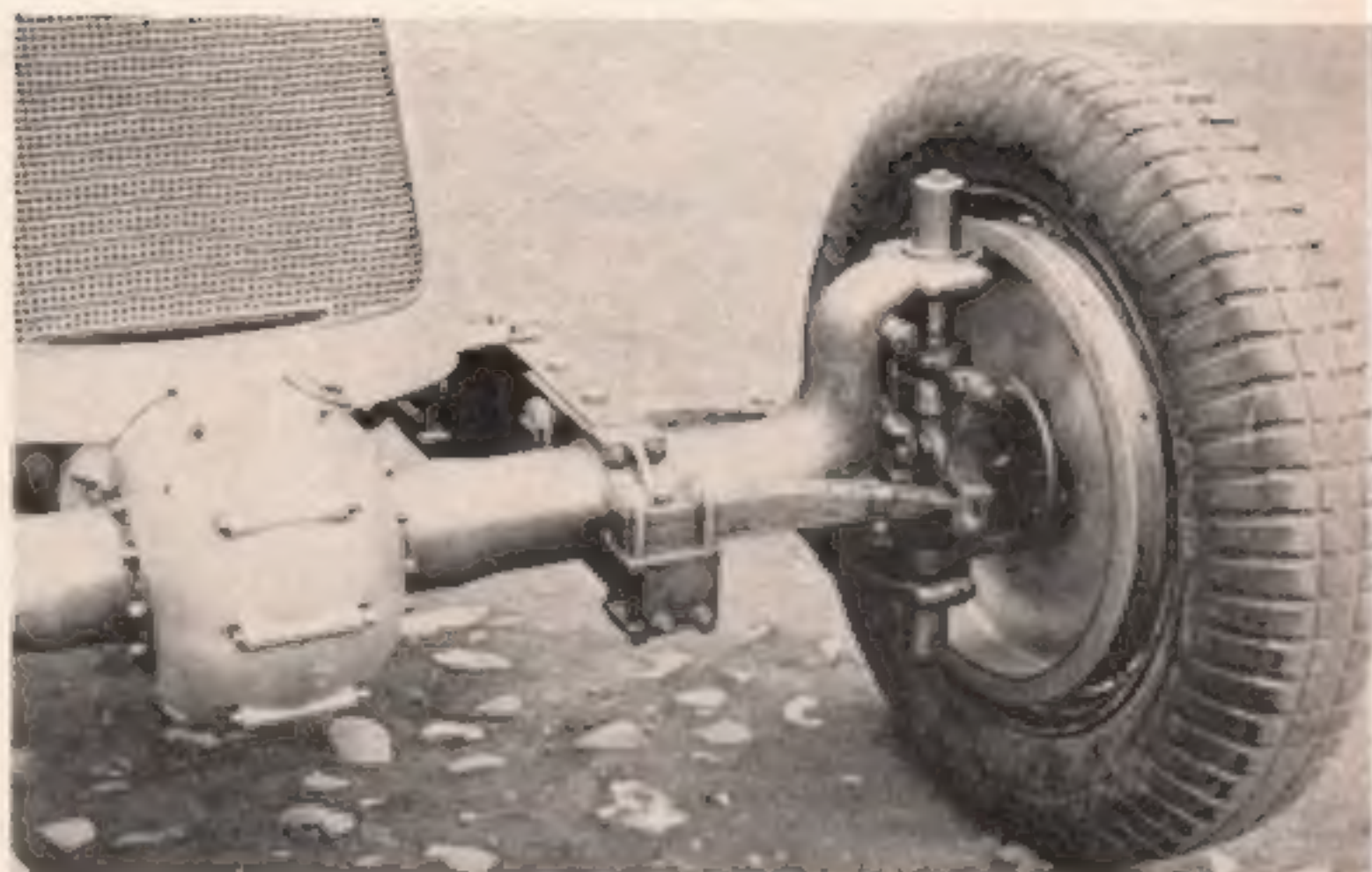


## TECHNICAL AND OTHERWISE

# FRONT WHEEL DRIVE

by

JOHN BOLSTER



*ITALIAN EXPERIMENT: A pre-war 3-litre Maserati converted to front wheel drive. "Lancia-style" i.f.s. is used, with twin transverse  $\frac{1}{2}$ -elliptic springs, one each side of the axle housing.*

THERE has, I suppose, been more loose thought, and careless talk, about front wheel drive than on almost any other motoring subject. It is one that excites the wrath of certain enthusiasts, for some odd reason, like chain drive, the four wheel drift, pestilential rallies . . . [That's enough, Bolster!—Ed.]

The main claim of the F.W.D. brigade is that, by pulling a car round a corner instead of pushing it, a higher speed may be maintained. Now, there is nothing so boring as an article full of mathematical equations, but if those who slide a pretty rule would care to work out the forces involved, they will discover that this advantage is largely illusory. Nevertheless, front traction has acquired such a fine reputation in the hands of satisfied users, that it behoves us to find out the reason.

Front wheel drive is no new thing. It had already been tried before this century began, and even appeared in Grand Prix racing during the Edwardian era. In the nineteen-twenties and early thirties, it was adopted by many makers of small, popular cars, and a considerable percentage of continental cars continue to embrace this feature.

From a designing and manufacturing point of view, F.W.D. has a great deal in its favour. One can have the engine, gearbox, final drive, and steering in one compact unit, and there is no propeller shaft to encroach upon the passenger accommodation. It might be suggested that a rear-engined chassis has similar advantages, but that entails carrying the luggage in the nose of the vehicle. As the front wheels, in steering, must reduce the permissible width of this compartment, there will fundamentally be less carrying capacity with the motor at the back. Furthermore, most little cars are also sold in a commercial version, and a van with doors on the side is never so easy to load and unload. The forward location of the power unit is ideal where the engine is air-cooled, and it is easier to get good weight distribution with this layout. There are a few more wearing parts than are found in a conventional car, but they can be replaced fairly easily and cheaply.

Mechanically, then, there is a great deal to be said for F.W.D. where ordinary saloon cars are concerned, and the high reputation of the system stems from quite a logical cause. When popular cars first appeared in this

guise, their rivals were all cursed with uncomfortable suspension of the cart-sprung variety, and a high centre of gravity. Not only did the suppression of the propeller shaft make the lowering of the body an obvious move, but it is much easier to combine front drive with i.f.s. than to work in an axle beam. Consequently, forward-driven cars, almost fortuitously, found themselves possessed of exceptional comfort and road-holding.

One cannot write about F.W.D. without mentioning the Citroën. This design was years ahead of its time, and still embodies all the essentials of good navigation. It is low, has the weight in the right place, and the torsion bar suspension is correctly proportioned. It has its wheels right out at the four corners, and it is blessed with a splendid rack and pinion steering gear. The Citroën is a great car today, and in 1934 it was almost a miracle. Its superior road behaviour, though, is due to the features I have just mentioned, and *not to front drive as such*. One admits, straight away, that its road-holding is magnificent, but to claim that it will corner as fast as, for instance, a Lancia Aurelia, would be absurd.

That, in a few words, is the situation among everyday cars of moderate power-to-weight ratio. When one considers the potentialities of F.W.D. for racing-cars, one immediately comes up against the wheelspin bogey. For half litre machines, it is a possibility, though even then time may be lost in getting off the starting grid, particularly if the road is wet. Larger racing-cars are constantly plagued with an excess of power over adhesion, and the unavoidable backward transference of weight must give the rear-driver a big advantage.

As regards actual handling, front wheel drive would be positively dangerous on a powerful car. The reason is that, whereas a normal racing machine tends to over-steer when the full power is turned on, with F.W.D. the converse would be the case. At first sight, that might even appear to be a good thing. Thus, increasing power

*(Continued overleaf)*



## THE HANDICAP "FIDDLE"

It is often facetiously alleged that the non-appearance of the Handicapper's name on the programme of the average Club Meeting, which lists even the humblest marshal, is essential to keep that valuable official from the attentions of competitors. Personally, I cannot subscribe to that canard upon a hard-working body of men, mysterious though some of their decisions do occasionally appear. In this connection, I once recall entering a team in a Relay Race. For some reason the handicappers wished to know which was the fastest car in the team, and, when returning the entry form, I not only gave them this information, but went to some pains to explain the reasons for my grading. When the programme was published, it appeared that the handicappers had assumed that I was misleading them, for the car which I had graded as slowest was considered by them the fastest. In fact, my grading was correct, as was quickly shown when the handicappers' slowest car lapped a steady 6 seconds per lap faster than the others.

I am convinced that handicappers, by reason no doubt of sad experience, are the least trusting of mortals, and regard every statement made to them with the gravest suspicion.

Seriously, however, does the submission of an entry form which the entrant knows to be either inaccurate or misleading, constitute a criminal offence, as distinct from a grave breach of sportsmanship?

General Competition Rule No. 76 covers the point from the R.A.C.'s angle.

It reads:—

"An entry which contains a false or incorrect statement shall be null and void, and the entrant may be deemed guilty of a breach of these rules and the entry fee may be forfeited."

Technically, however, provided the handicappers were deceived and the entrant thereby won a prize, submission of a false entry form would seem also to be a criminal offence under section 32 of the Larceny Act, 1916, more commonly known as "False Pretences".

This reads:—

"Every person who by any false pretence, with intent to defraud, causes any money to be paid, or any chattel (i.e., cup, etc.) to be delivered to himself, . . ." shall be liable to:

On Summary Trial, six months' imprisonment.

On indictment, five years' imprisonment.

Although I am sure that a *prima facie* case could be made out against any competitor, who, with intent to defraud the handicappers, knowingly made a misstatement as to an existing fact, e.g., that a car was standard, whereas in fact it had special head, cams and pistons, and thereby won a prize, I am glad to report that, for the good name of the sport, I have not been able to trace any case directly concerned with motor-racing.

The classic case on a handicapping "fiddle", *Rev. v. Button*, is concerned with foot racing, but the principle would hold good in any type of racing.

The enterprising prisoner was charged with obtaining property, viz., the prizes from two handicap races, by

false pretences. The facts proved were that entry forms in the name of S., and giving details of the performance of S. in the last four races in which he ran, were sent to the secretary of an athletic meeting. The prisoner was handicapped on S.'s performance and won the first race. The Committee, apparently suspecting a "fiddle", sent for the prisoner after the first race and asked him whether he was S. and further whether the details of the last four races set out on the entry form were really his. The unemotional Law Report throws no light upon the prisoner's feelings at this interview, for having won one race by virtue of his false entry form, he was in trouble whatever he said. However, he chanced his arm, and replied in the affirmative to both questions, after which, being obviously a man of some nerve, he went out and won the second race.

It would be pleasant perhaps to state that this nerveless athlete carried out a successful bluff, but, in fact, the Committee were not satisfied, and carried the investigations further. Button was brought to trial and duly convicted, to serve as an Awful Warning against the evils of running under someone else's name.

Apart from the well-known honesty of competition motorists, possibly one of the essential reasons that there is no leading case on false pretences directly connected with motor-racing, is that an essential element of the offence is that someone must be deceived by the misstatement of fact. Now handicappers, mistrusting all men, cannot be deceived, and so, apart from working their wonders, do yeoman service in maintaining the good name of the sport.

### Front Wheel Drive—continued from page 133

would accentuate the understeering characteristic, and, as understeer is required for stability, a driver who cornered with his foot well down would have a delightful feeling of safety. All that is perfectly true, but the snag comes when another car gets in the way. Then, unavoidably, that throttle must be shut, and at once understeer becomes oversteer.

If a really potent F.W.D. racing-car were so proportioned that it cornered well on full bore, it must be obvious that a state of instability would be occasioned by cutting off the power. On the other hand, a good conventional car should understeer when the urge is not being applied, and so avoiding action can be taken. It may seem pointless to examine the steering behaviour of a hypothetical F.W.D. racer when, in any case, wheelspin is a hopeless disadvantage. The analysis must, however, be made, for if front wheel drive alone is unlikely to be used for racing, four wheel drive is bound to come eventually. I commend the study of the all-wheel-driven car to those readers who have much bigger brains than mine!

Front wheel drive is an excellent thing for all cars except out-and-out racers, though the magic powers sometimes attributed to it do not, in fact, exist. Perhaps I should conclude by saying that by "racing" I mean road-racing, in case somebody brings up the front-drive Indianapolis jobs.





# THE NEW 300 S MERCEDES-BENZ

*By*

**Major T. W. STUBBS,  
D.A.D.P.R.**

**A**T last year's Paris Automobile Show the house of Daimler Benz presented to the public their latest production, the "300 S", a car destined to carry on the traditions of the 540 K.

In the 540 K a supercharged engine of 5.4 litres was required to attain a maximum road speed of approximately 107 m.p.h. This performance is exceeded by the 300 S with a 3-litre engine, and the ton comes up on the speedometer with true sports-car urge.

The only thing that could possibly have tempted me from the monstrous dish of beef steak, fried potatoes, a fresh green salad and a pot of bitter beer was a chance to have a good run in such a car. The telephone rang, the waiter slid up to the table, I went to the phone, and then cancelled my lunch. The car was due at the pub in just about five minutes.

Outside the pub door was the car awaiting road test. A delightful vehicle with clean and conservative lines, no mouth-organ front and the traditional Mercedes radiator grill looking even more efficient, blending into the lines of the car with its slight compound curves.

In the true sports-car tradition the front seats are of the individual type with fully adjustable back rests. Good support is provided for the back and shoulders and the seats are of sufficient length to give just the right amount of support beneath the knees. In spite of the near bucket seats a third person can be carried between driver and passenger without difficulty or cramping,

and with as much comfort as is provided by the bench-type front seats so popular in gin palaces.

The dashboard is clean, well designed and without any frills or exaggerated styling. A speedometer is positioned immediately in front of the spoked steering wheel, and a small rectangular clock graces the centre of the scuttle.

The engine is a practically square six cylinder, 85 mm. bore with a stroke of 88 mm. and a seven-bearing crankshaft fitted with a damper at the front end. A duplex chain drives the overhead camshaft and operates the inclined valves through adjustable levers. A light alloy cylinder head with inserted annular valve seats and an entirely new valve layout giving increased valve areas and generous water spaces is fitted. The inclined valves are not arranged in the conventional "V" formation, but both inlet and exhaust lie along the same plane of inclination.

Three down-draught Solex carburettors are fitted to a combined inlet/exhaust manifold, and fitted with air filters and silencers.

An intriguing feature in the lubrication system is a thermostat that regulates the temperature of the oil, thus an oil with the same degree of viscosity can be used all the year round. Another improvement is the additional lubrication of the cylinder

walls which comes in automatically when starting from cold.

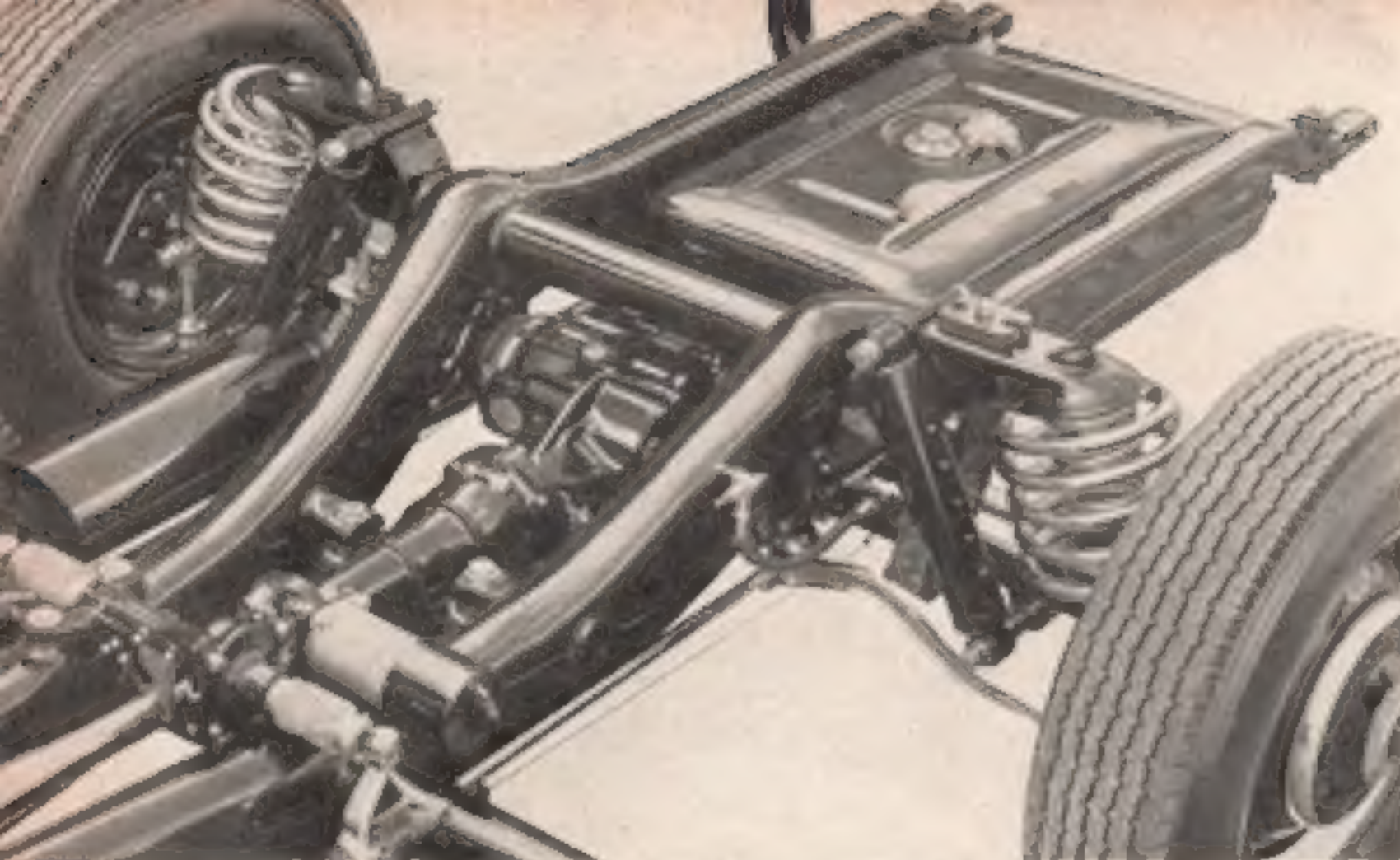
Automatic advance and retard mechanism is fitted to the ignition system operated by a centrifugal mechanism in the distributor, and additionally assisted by a diaphragm in the fuel feed. An octane rating compensator is fitted, operated from the instrument panel and with this device it is possible, within certain limits, to adjust the ignition timing to the octane rating of the fuel. Thus, when using fuel of low octane rating, pinking can be reduced to a minimum, whilst in the opposite case the fuel can be used to full advantage.

According to the official tests, fuel consumption is in the region of 18 m.p.g. in normal circumstances. That may well mean autobahn-cruising under ideal conditions, with a firm check kept on the urge to go very quickly; in any case, it's not too bad, and if you can afford to buy such a car, you can afford to run it, so what!

A single-plate dry clutch takes care of the 150 horse-power on its way from the engine to the four-speed gearbox, and gear selection is by a steering-column-mounted shift lever.

Bodywork is smooth, quite definitely smooth, and appointed in the manner that one always associates with the Continental luxury-plus conveyances. The two-spoke steering wheel carries the now well-known horn ring that also operates the traffic indicators, whilst the curved one-piece windscreen gives an excellent view of the road.





**CRAFTSMANSHIP:** Rear end of the 300 S Mercedes-Benz, showing the swing axles and helical springs. The frame is of large-section oval tubes.

The chassis is the conventional Mercedes "X"-shaped frame built from large section oval tubes with a stiff centre reinforcement and tubular cross members. Front suspension is by wishbones and soft coil springs with hydraulic shock absorbers mounted inside the coil. Rear suspension is by swing axles and, again, coil springs with supplementary torsion bars that can be brought into play as desired by simply pressing a button on the dash.

Passenger comfort ranks high upon the list of priorities and the heating system is simple and efficient. An air intake is fitted high up behind the radiator grill, two large diameter hoses taking the air to heat exchangers through which hot water flows. The heated air then passes through a series of tubes to various points in the bodywork; separate conduits are used for directing a steady stream of hot air on to the windscreen and the front side windows. Additional electric blowers take care of interior heating whilst the car is parked. Temperature can be controlled by a turn button in the centre of the instrument panel and thus, during warm weather, the radiators can be turned off, and a dust and draught-free ventilation system is assured.

Luggage accommodation is definitely on the generous side, in spite of the twin spare wheels living in the boot alongside the fitted suitcases. Both doors are fitted with large, hinge-flapped pockets, and the passenger's side of the dash has a commodious glove locker, while the bench-type rear seat can be folded away, providing even more space for inevitable odds and ends.

Stuttgart traffic is quite dense at any time, and there is always the added hazard of the U.S. Army Diamond T, Jeep, and patrol vehicle driven with the gay abandon that was so well known in England way back in '45. Lunch-time traffic is even more dicey, and gave the 300 S every chance to show its capabilities as a truly flexible machine. Top gear could be used quite freely, braking and acceleration were as good as the average pure sports-car, and the general feel of "getaway"

*(Continued on page 157)*

#### TYPE 300 S—TECHNICAL DATA

- Number of cylinders: 6.
- Bore: 85 mm.
- Stroke: 88 mm.
- Cylinder capacity: 2,996 cc.
- Brake horse power: 150 h.p.
- Engine speed at 62 m.p.h.: 3,260 r.p.m.
- Compression ratio: 1:7.5.
- Three down-draught carburettors.
- Oil cooling by means of an oil-water heat exchanger, thermostatically controlled.
- Electric starter with push-button operation.
- Steering column gear lever.
- Mercedes-Benz self-adjusting steering.
- Pressure fresh-air ventilation system with defrosting of side windows and constant clear visibility.
- Wheelbase: 114½ ins.
- Wheel track, front: 56½ ins.
- Wheel track, rear: 60½ ins.
- Overall length: 181½ ins.
- Overall width, incl. body: 71½ ins.
- Overall height, incl. body: (unloaded) 59½ ins.
- Ground clearance: 7½ ins.
- Weight of complete car: 3,570 lbs.
- Hypoid bevel rear axle.
- Four-speed synchronized and noiseless transmission.
- Total reduction in 4th gear: 1:4.125.
- Tyres: 6.7—15.
- Turning radius: 20½ ft.
- Fuel tank capacity: 16.5 Imp. Gals.
- Reserve: 1.4 Imp. Gals.
- Maximum speeds in the 4 gears: 37.2, 51.5, 87.6, 108.7 m.p.h. (using an anti-knock fuel of 78-80 octane rating).



**POWER UNIT:** The 85 mm. x 88 mm. 3-litre six-cylinder engine, with three Solex d/d carburettors on the combined inlet/exhaust manifold. Plugs are mounted horizontally, as seen in separate sketch of the head form, which shows the parallel disposition of the inlet and exhaust valves.



RUSSELL  
LOWRY'S

# NORTHERN LIGHTS

GIANTS CAUSEWAY—DECORATIONS WILL BE WORN—REVOLVER  
REVIVED—FAINT BUT PURSUING—MONTE CARLO SIDELIGHTS

I was particularly glad to see correspondent Potts' photograph of the mighty Daimler "Double-six" referred to here last October, as on both the occasions when I have seen it, I was without a camera. At the second encounter I had the satisfaction of taking the enormous car "down the road" for a few miles, and some impressions of a rare piece of machinery may tickle the palate. The first surprise was the silence of all those seven litres of engine. Quite extraordinary compared with the banging, thrashing and chattering that usually goes on when these elderly giants come under starter's orders. The Daimler transmission was, of course, silky smooth, and the pre-selector box eliminated any ironmongering effects. One simply sailed down the road like an Atlantic liner. At around 70 m.p.h. it became obvious that the front shockers weren't working, and the brakes also had a tendency to come on in an order of their own, but these were matters capable of adjustment. Altogether, that drive was a most exhilarating experience, linking one up with an era which knew not the tinny, slug-shaped buzz boxes of today.

Mind you, there were disadvantages, quite apart from a petrol bill of something like a shilling a mile. For instance, the car was unable to negotiate the corner leading to its own garage and had to be taken along to a cross-roads a quarter of a mile away, turned round and brought back for a straight run in.

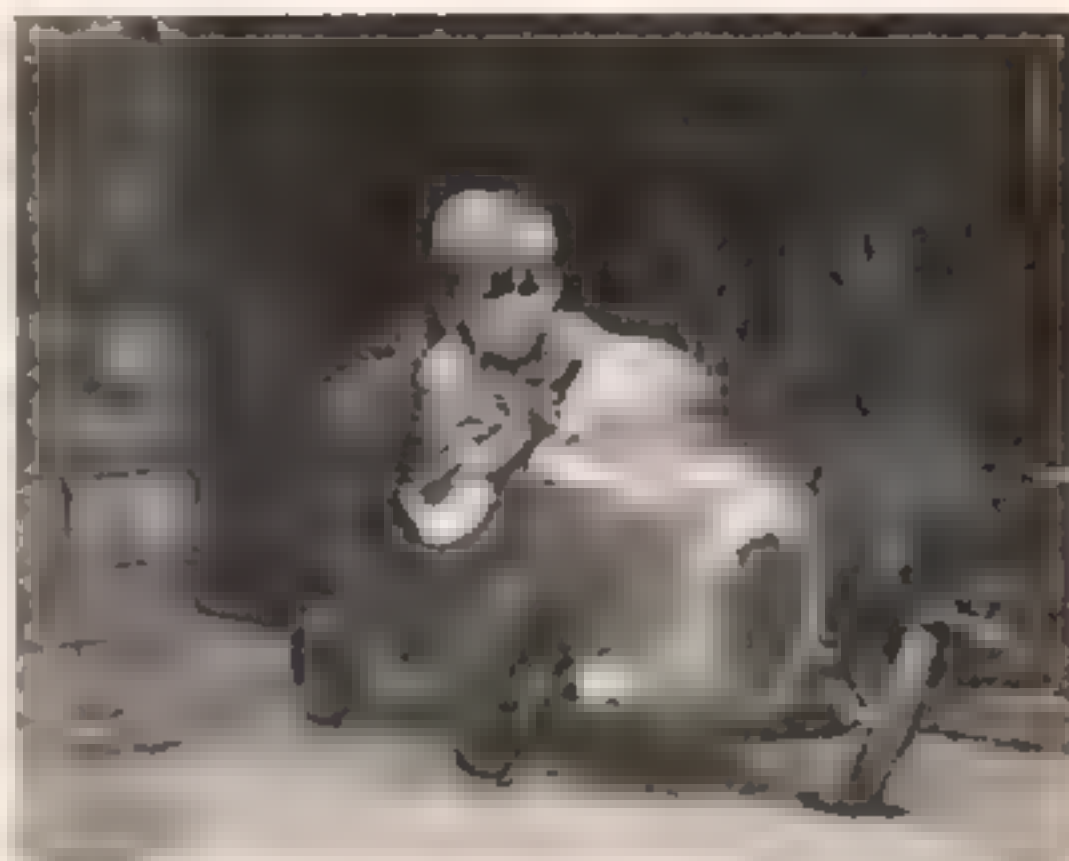
Film shows are proving more than usually popular up here this winter. I heard of one the other day for which an audience of about 70 was expected—and 400 turned up. Quite embarrassing. One of the reasons must be the higher standard of photography prevailing among club historians, and on the topmost branch of this particular tree stands C. H. Wood of the Bradford club, a legendary figure in racing and trials with Scott motor-cycles. A lot of his work lies behind Random films and also some of the Shell classics.

THE Presidential regalia referred to in last week's report of the Ilkley Club's Dinner was originally produced to commemorate Jim Marshall's climb of the notorious Walma Scar with a Morris Minor. This pass used to be a major subject of debate. It's said that the Minor was carried up, but it got there just the same, and surely acquired more merit than the first (American) car to reach the top of Ben Nevis, as long ago as 1911, having been taken up in pieces on the back of mules, assembled at the top and then solemnly photographed. Anyhow, this reminder, like an enlarged edition of the B.T.D.A. Star, now hangs around the neck of the "President for the time being" on ceremonial occasions.

The Ilkley Club must also be the possessors of one of the largest motoring trophies in existence. It is familiarly known as the Baby's Bath and there is a photo of it in the Club, complete with infant passenger.

The vessel is the old "Motor Cycle" Trophy, presented to the M.C.C. and won outright by the Ilkley lads.

TALKING of photographs I commend the adjoining one to all drifters, revolvers, oversteerers and Bolsters. Taken by Arnold Farrar of the Riley Club, it depicts Charles Dracup, son of the Y.S.C.C.'s President. I



*FULL BORE, FULL LOCK: Master Charles Dracup, son of the Yorks S.C.C. President, demonstrates high speed cornering*

should love to know how many feet per second those pedals are doing!

THE Rally world will be enlivened later in the season by a mainly northern team of three Plus Four Morgan two-seaters, which will be driven by Jack and Peter Reece, Denis Done and Mills (ex-Standard) and Bobby Dixon of the Healey Silverstone with John Gott, the H.R.G. arch-type. Their first appearance will be in the Alpine and after that there are all sorts of interesting possibilities.

A CERTAIN northern enthusiast was proceeding to his golf club one Sunday morning in a rapid 2½-litre Riley. Suddenly, another saloon, of a lesser but still potent make, came up behind and challenged. Under the exhilaration of a fine morning the gauntlet was accepted, though not too seriously at first. After all, it was felt, there should be quite a margin in hand. But still the other car sat confidently astern. More coal was put on the fire—and more—and more. Still the pursuer was there. The thing became a real dice. Once or twice the leader drew away and the chase seemed to have been shaken off. But no—up he came again under a full head of steam.



Finally, the car park of the golf club was entered, in desperation and a swirl of cinders. The pursuer drew up alongside. Only then was it realized that the original challenger had in fact been left behind, and the new one was quite a different kettle of fish—with a crew of policemen!

\* \* \*

ALL agog up here for our own small stretch of the Monte Carlo Rally. Now that it's gone through, the glass is falling and the sky is heavy with snow. Too late. Pity. Even so, the North kept a sting in its tail in the last 20 miles or so from Newtown to Llandrindod, which several competitors swore contained the slipperiest dice they'd ever met. Walter Watkins and Harold Owen, a couple of Midland motoring enthusiasts from Oswestry, joined with fellow spirits in a real "good turn for the day". Forgoing the warmth of Llandrindod, they stayed up in the hills to give torch warning of a particularly nasty bend. And I can vouch that it is a nasty one as three separate times in the height of summer I have found cars ditched there. Last night, it would have served as part of the Cresta Run.

\* \* \*

MUCH play has been made in the daily Press with Jack Reece's foot and the relays of bandagers waiting to give it attention. It is appropriate that less light should shine on a certain gap in a hedge not far from Llandrindod, caused by the unintentional passage of Doc. Mansell's car on its errand of mercy.

Among the really worried people were Robbie Ellison and W. S. Mason, who, having time in hand, ran their Jupiter into a garage for a final spit and polish, and on returning, found that an over-enthusiastic painter

had sprayed over all "those ugly dabs on the chassis parts". In fact all the official seals, without which no car can be produced at the finish

\* \* \*

LANDRINDOD'S Metropole Hotel and Manager J. T. McEwen really did their best to make people comfortable. It isn't generally realized that a "one night stand" of this kind involves an enormous amount of work, probably for little return. But Llandrindod likes motors and thoroughly enjoys a party, though it can't take place until afterwards on such an occasion as this. But the locals cleared up the "arisings" in double-quick time, and voted, indeed, that it was a very good thing, look you.

All except Ron Hughes, who having to get through on the 'phone to Monte Carlo in the very early morning, had his bedroom plugged through to the main switch-board, and wasn't too pleased when, having made his call and settled back to sleep, he found himself involved in every ring that goes to the administration of a considerable establishment.

\* \* \*

SOUTHERN ENGLAND is not the only part of the world boasting drivers with a taste for vivid shirts and long hair. A certain Yorkshire exponent comes into the same category.

During one of the winter's road events of the rally type, ending with seaside wiggie-woggles, our northern Samson put up a terrific performance and yowled round the pylons to record Best Time of the Day.

An elderly body who had taken quite an interest in the proceedings was heard to remark:—

"Hmm, drives almost as well as the men, doesn't she?"

## SCOTCH CORNER

## — By "AENEAS"

"THE tumult and the shouting dies, the princes and the kings depart" and, after meeting so many of the top-notch rallyists and watching them go off to Monte Carlo, it has been difficult to settle down again. The daily reports and the nightly broadcasts have made it even more difficult as, over coffees and lunches, we have been driving from all the starting points and travelling in a variety of cars. We have indulged our hedonistic tendencies in the luxury of Tommy Wisdom's Daimler but, being true enthusiasts we take off the hoods of our duffles to the stout efforts of the Reece cousins in their little Ford Anglia

\* \* \*

However, we must get down to business again and as an opening gambit I might mention that in addition to his many attributes a club president also needs some of the qualities of Sherlock Holmes or Lord Peter Wimsey. Over a period of years trophies are forgotten about, get mislaid or moulder away quietly in some pawnshop, then suddenly a winner actually wants to put the thing on his sideboard just to show his friends that he isn't a fisherman, or something. That's the kind of thing that happened in Falkirk, so Jim Morrison summoned his trusty bloodhound, got his sheriff's star chromium-plated and set off on the long, long trail.

For the information of far flung members of Falkirk and District M.C., I would state therefore that, on 29th February, at the club's annual dinner and prize-giving, every club trophy and award will be on view and will duly be presented to their rightful and lawful winners. This dinner promises to be a good "do" as secretary Robin Trail and the committee have arranged a programme of feasting, speechifying and quizzing guaranteed to please all sexes and only the matter of settling definitely between offered venues remains to be attended.

\* \* \*

By the way, in the brave days, the Falkirk and District outfit had a reputation for laying-on trials that were both heart stoppers and chassis breakers. Modern conditions have led to a changed viewpoint and although the club will provide at least one really stiff trial per annum their programme contains a variety of events suitable for standard production models. If you are interested drop a line to Robin Trail, 21 Muirhall Road, Larbert, and I assure you that you will find, besides having the most inexpensive membership, this club has some of the friendliest and most welcoming members in all Scotland.

Another good bunch of enthusiasts are the members of the M.G. Car Club's Scottish Centre and with such efficient types as Duggie Mickel, Ernie Herrald

and Johnnie (Initials) Miller their events are always well organized. They start this year's programme with their Spring Trial on 9th February and to our home enthusiasts Secretary Mickel suggests that they cease modifications forthwith and get the bits put together for next Saturday. I am afraid that they will not have the pleasure of the company of William Stewart or Nigel Kennedy as competitors, since both of them are interested in new vehicles and may only be there as spectators, although, if all the rumours are correct, Nigel has almost completed his construction.

\* \* \*

Talking of new cars means also to talk of alterations and modifications. Ian Hopper tells me he has almost finished his overhaul of the Hopper Special and has lightened it considerably. The popular red-headed driver's car is one of the most able in Scotland and his performances are always a pleasure to watch. If he was disappointed by a gear lever that came away in his hand at Winfield, last October, so were a large number of spectators who were anxious to see how the Special would fare against such strong opposition.

\* \* \*

As a tid piece may I lift my balmoral to the erudition of AUTOSPORT'S Sassenach correspondents. Quite candidly I thought a wimble was a whirly-gigum used for whidding and if the Editor has been to his annual Burns supper I'm sure he'll agree with me



# Correspondence

## The Change of Formula

As far as I know, the Auto Club de France are creating a precedent in failing adequately to honour a formula up to its agreed time of change. One is impelled to ask "why have a formula?"

Possibly they may have a technical liberty for doing this sort of thing, but whether they have or not, it is clear they do have a moral responsibility of no mean order, and this is still further augmented by their knowledge that others will follow their lead.

Their action plainly places the whole future of the art, as we have known it, in a quandary. It becomes impossible to plan for the future if formulae upon which all plans are based, can be sidetracked or ignored when convenient or expedient.

Not only is the sport, its prestige and all the wealth of technical progress and advancement it inevitably introduces, placed in jeopardy, but the very pillars of Western strength—sportsmanship, good faith, confidence, trust and above all that will to honour a moral obligation which may have become difficult, are being undermined. That is a grave implication if the West hopes to retain the honour of showing humanity how to behave.

It is to be hoped the R.A.C. will show a bit of fibre in this matter. Certainly this Body, with its long and honourable traditions, will be the first to recognise how grossly unfair it would be to everyone concerned, and especially the Grand Prix supporting interests themselves, to let matters rest in such a vacuum.

J. R. C. MOORE

NORWICH

It is with great consternation that I have read statements to the effect that most of the European Grand Prix races for 1952 will be confined to Formula 2 cars.

If this is true, then the whole concept and basis of Grand Prix racing will be completely destroyed in the coming season. We shall have the absurd situation of the present-day Grand Prix cars being unable to participate in Grand Prix racing.

The F.I.A. will certainly have something to answer for as the onus really falls on them. The world does appear to be in an odd state!

S. G. MIRON

BANBURY

## Trials v. Racing—Last Lap

REBOARDING the storm which has been raging over the trials driver, here is my conception (reproduced herewith) of what the trials driver should wear.

I have been reading AUTOSPORT since the first copy appeared on the bookstalls, and think it is a grand magazine—Winter or Summer! Keep up the good work. KENNETH C. AITKEN, Hereford.

(This Correspondence is now closed—Ed.)

## B.R.M. Drivers

As a regular reader of your Journal, I cannot let Mr. J. Cecil Winkiev's letter concerning Taruffi and the B.R.M. pass

without making a few comments. I for one, though probably in the minority, am not concerned primarily who is to drive the B.R.M., but as to when it is going to win.

Surely the obvious reason for building such a car is, firstly, to increase British prestige abroad, and, secondly, to impress our car design and supremacy. I would not suggest we have no excellent drivers, but would say we have very, very few with the skill, experience and dash needed to drive in 1952. Surely the car first, driver second.

G. S. LANE

NEWPORT PAGNELL, Bucks.

## Dick Caesar's Proposed Formula 3S

I would like to make two points in connection with Dick Caesar's ideas for the Formula 3S Class, which I think are first class in principle.

The system suggested would penalize the best drivers and/or the owners of the best chassis by giving them the trouble of finding another engine each week and of making new engine plates each time.

I doubt if more than £10 could ever be made by selling an engine which has got the driver a place and this seems poor compensation.

Secondly, I should have thought it undesirable for a novice entering his car with, say, a B.S.A. s.v. (who finishes) to be able to buy his next engine off any other competitor merely in order to save himself the trouble of buying and tuning his own.

D. J. COWIE

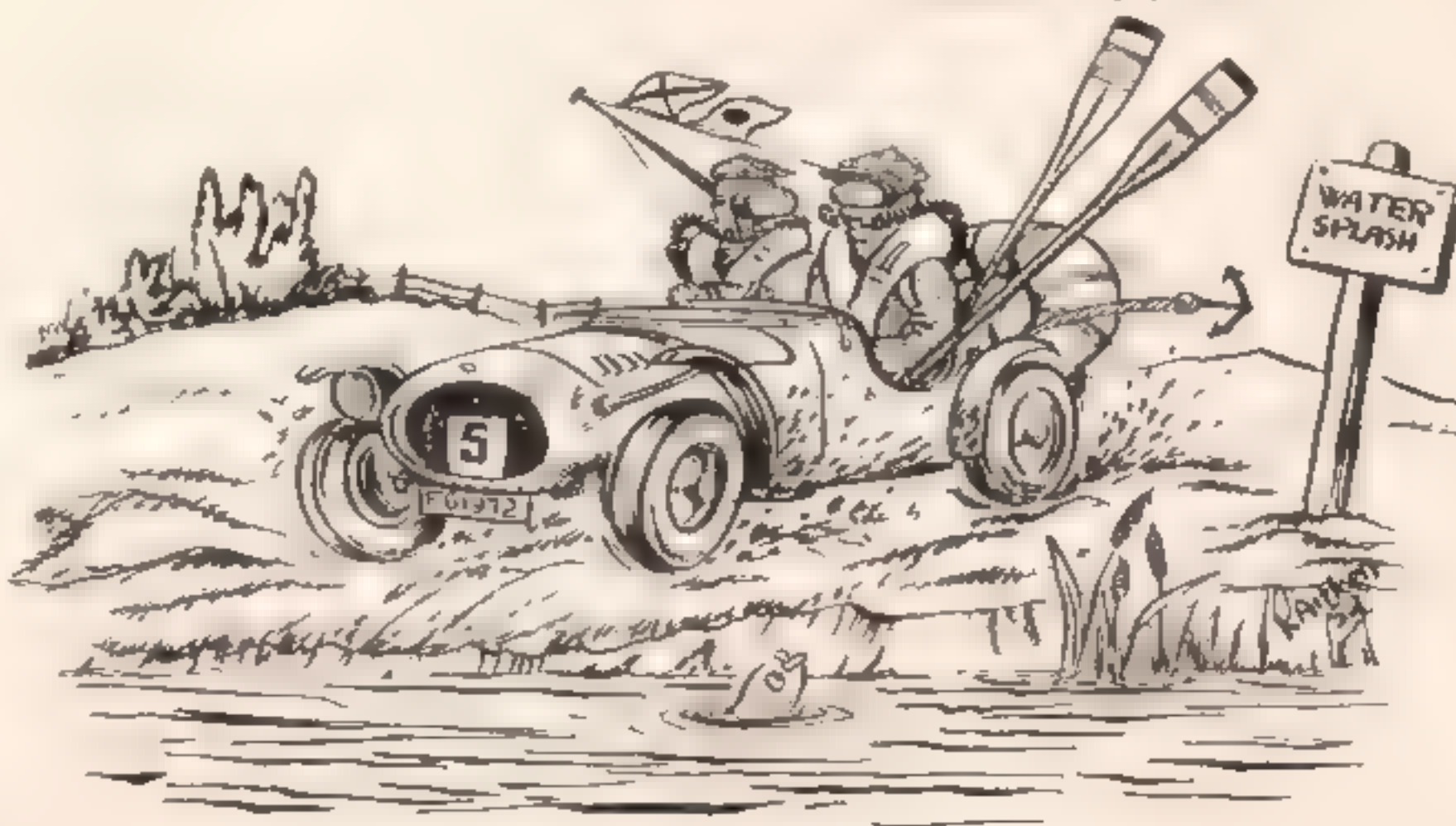
SHRIVENHAM, Wilts.

CONGRATULATIONS to Mr. Caesar for his article on "500" racing for the average enthusiast.

The rule that a competitor must accept an offer of any figure that has been laid down seems vital to the success of the scheme. It does seem rather hard that a competitor having spent very many hours on the careful preparation of his engine should have to part with this as a reward for his labour, and possibly be left without an engine for a coming event.

To help make things rather more comfortable all round I would suggest that the prospective buyer should have firstly, completed the course in at least one event during the day's racing, and secondly, that he should be prepared to sell his

(Continued on page 156)



"Water Splash?—So What!"





*SYMBOLIC: This Vedette, embedded in the snow on the Col de Cabre, got out of trouble eventually, but others were less fortunate in the exceptionally severe conditions encountered in the 1952 Monte Carlo Rally*

## SIDNEY ALLARD'S "MONTE"

**Stirling Moss (Sunbeam-Talbot) Runner-up — Sweeping Successes for British Cars—Exceptionally Severe Weather Plays Havor with Competitors**

**N**O praise can be high enough for Sidney Allard, Guy Warburton and Tom Lush (Allard), and Stirling Moss, Desmond Scannell and John Cooper (Sunbeam-Talbot). Not only were they the sole British crews to complete the road section of the 22nd Monte Carlo Rally, but they scored a sensational one-two victory in the general classification.

It was a great day for British cars. Out of the first six, five were built in this country. The order was 1, Allard; 2, Sunbeam-Talbot; 4, Jaguar; 5, Jupiter; 6, Jaguar.

*Llandrindod Wells*  
**W**HEN the Glasgow starters, over 60 in number and all of them British or Irish, left Blythswood Square on their long journey southwards, it had been known that conditions in the Shap area were pretty rough, but the official road bulletins had given no inkling of trouble in central Wales, so many competitors were taken by surprise on the corkscrew section between Newtown and Llandrindod Wells—including AUTOSPORT's advance party. Most people, however, went round by Shrews-

This year's event was incredibly severe. Heavy snow, ice, fog and all the devilish weather the mountainous regions of France can produce, made it one of the most hazardous of all post-war rallies. Cars slid off the road, revolved, finished up in snowdrifts, were involved in accidents, and, in fact, did everything it was possible to do. So frightful did the weather become during the Clermont-Ferrand to Valence section, that only about a score of crews checked in at the last-named control on time—including Allard and Moss!

bury, enjoying a longer but ice-free road, and all had plenty of time in hand at the Llandrindod Control. The first arrival was Ernest Sneath and his son Rodney (Sunbeam-Talbot), a crew, resplendent in knitted headgear incorporating their Rally number. Mrs. Vaughan and Mrs. Ashfield (Jowett) were in exceptionally good spirits, as was Mrs. Wisdom (Sunbeam-Talbot) with the other all-feminine crew. Cyril Corbishley and Doc Hardman (Lanchester) had come by the Newtown route. The former became a reluctant broadcaster,

but was sustained by his medical partner. He was even more reluctant to appear before the newsreel cameras, probably for lack of the famous fishing hat. Colin and Peggy Edge (Austin) had also come the "hard" way. Their last minute third man, Arthur Roberts, had joined up in so much of a hurry that he hadn't even been able to shave. Colin was looking romantic with a dressing on his head after impact with a garage beam. Reg Holt was praying for ice and looked like having his prayers answered. The Irish standard was kept flying bravely by Dermot and Nuala Moore of Dublin and John McAlister of Drogheda (Volkswagen). This crew was thoroughly enjoying its first Rally and looking forward to the supreme test of the Alps. Edgar Wadsworth, on the other hand was taciturn. "I won't talk and don't quote me". Johnny Clegg (Sunbeam-Talbot) had been doing some hedging and ditching, fortunately without damage. Cyril Offley and his brothers (Sunbeam-Talbot) were in high spirits, in spite of getting the admitted shock of their lives when they struck the skating rink outside Newtown. Arnold Pownall and Johnny Wallwork (Sunbeam-Talbot) reported all well. Sidney Allard (Allard) was a monument of experienced calm and was obviously saving himself for crises to come, as well he might—a potential winner who had already seen the Trophy slide out of the bag in a



**FIRST AWAY**—The cousins Jack and Peter Reece and their Prefect-engined Ford Anglia at Glasgow. Starter is A. K. Stevenson, who is with Sir Victor Warren, the Lord Provost of Glasgow, on the left

former year. Anyhow, what surer hand and arm could a man lean on than Guy Warburton's? Latest number of the British contingent was Trials Champion Wally Waring (Jaguar) whose main pre-occupation in life seemed to be hot soup and lots of it.

Everyone was duly checked out on time except E. W. Quero F. V. Baldock and M. B. Anderson R. M. Hastie (Minxes) who lost three and two minutes respectively, in spite of having plenty in hand on arrival. Such things would have been more easily avoided if steps had been taken to clear the control point of well-meaning—but embarrassing—enthusiasts, who had no real reason for being there.

**THE 69 Glasgow starters** all arrived safely at Folkestone on Wednesday morning, although E. W. Quero (Hillman Minx) was docked 30 marks for losing those three minutes. The story goes that the crew hung around in Ashford, believing that the town was Folkestone.

Johnny Clegg (Sunbeam-Talbot) damaged his car in a collision with a non-competitor not far from Glasgow. However he managed to have most of the major repairs effected at Martin Walters' garage at Folkestone. J. Blumer's Ford Pilot was delayed *en route* with ignition trouble, and just managed to clock in at Folkestone on time.

It was a no-trouble run from Boulogne to Liège, where once again the contest was set up in the Place de Gaulle. The A.C. du Nord, under the direction of Messieurs Leclercq and Denodin, were on their toes. Plenty of champagne and ham rolls were available for crews if they wanted it, and officials were most helpful.

There was a certain amount of ice near Liège, but not enough to trouble



**ALL SET**—(Above) Wally Waring, the R.A.C. Trials Champion, and W. H. Wadham with their Mark VII Jaguar saloon at Glasgow.

**OLD FACE, NEW SURROUNDINGS**—(Left) Pre-war Grand Prix driver Rudolf Caracciola drove a 2.2-litre Mercedes-Benz with P. Kettle, from Lisbon.



competitors unduly. It was here that R. Harper and G. Turnbull (Vauxhall) were reported as retired—the first Glasgow casualty.

As usual, the Dutch organization was 100 per cent, perfect, and there is little doubt that the Amsterdam officials are thoroughly clued up in this rally business. The unfortunate Quero was the only penalized competitor here—he was five minutes late.

On the way to Rheims, J. W. E. Bank's Bristol collided with a non-competing Chevrolet and was badly damaged. Fortunately Ernest Sneath's son, who was co-driving with him in the Sunbeam-Talbot, is a doctor, and he rendered first aid to the crew. It was some time before they were removed to hospital, and it was reported that Banks had sustained a



Bob Foster and G. Holdsworth were said to be motoring happily from Munich in their Javelin. The other British starter from this control, W. T. Franklin (Austin) retired early on.

It was near Clermont-Ferrand that the real trouble started. Road conditions from that control to St. Flour, Le Puy and Valence were absolutely frightful. The Lisbon people got through before the heavy blizzard started, and 10 crews arrived at Valence without penalty, including Becquart (Jupiter), de Cortanze (Peugeot), Rosier (Talbot), Heuriaux (Jaguar), Cotton (Jaguar), and Loyer (Peugeot)—all tipped as possible winners. Tommy Wisdom, Lord Selsdon and Tony Hume did well to bring their very large Daimler through with only 21 minutes' penalty. Mme. Itier (Simca) was amongst the five retirements.

The Glasgow party ran into the worst of the snowstorm. Geoff Holt and Jackie Asbury (Zephyr) were delayed through going to the aid of Geoff's brother Reg and Ben Brown (MG), when the last named collided with a lorry. Reg Holt was reported to have suffered a broken nose, and the car was badly damaged.

Ruster Barlett (Vauxhall) was one of the many who were involved in collisions and incidents. Gordon Wilkins and Raymond Baxter (Jaguar) slid into a ditch in the height of the blizzard, and a passing car wiped off their de-ditching gear. Jack and Peter Reece (Ford Anglia) had the awful experience of having the fuel pump pack up near Le Puy. They lost 55 minutes putting it right. Wally Waring and W. H. Wadham (Jaguar) were immobilized almost within sight of the Le Puy control. It was impossible to use their de-ditching gear, and the road was so slippery that they had to stay put for several hours.

Pat Appleyard jumped out of husband Ian's Jaguar and landed in 3 ft. of water. She was soaked to the skin, and had to borrow clothes from a garage.

About 20 kilometres from Valence, Sidney Allard (Allard) passed AUTOSPORT'S MG in heavy snow. The car

**GREAT TRIUMVIRATE** Supper session at Llandrindod Wells for the Monte Carlo Rally winners (l. to r.) Guy Warburton, Sidney Allard and Tom Lush

#### Sidney Allard's "Monte"—continued

broken ankle, and other injuries, not believed to be serious.

At Paris, the Glasgow contingent linked up with Lisbon, Oslo, Stockholm, Munich and Monte Carlo starters. For the entire afternoon, from 1 p.m. onwards, the Avenue d'Ile de France control presented a gay scene, with large crowds to welcome competitors.

There was an element of drama when Marcel Becquart (Jupiter), number one in the Rally, did not arrive from Lisbon. As the clock hands drew near his departure time, it looked as though the 1950 winner was going to lose marks. However, there was the sound of a real French blaster horn, and the lovely little maroon Farina Jupiter crackled into the control, with a considerably bashed about front. Co-driver Ziegler leapt out, and hared it into the control office, with just 10 seconds to spare! Apparently the Jupiter had come into contact with a very large dog, not far out of Paris.

R. E. Besse's Simca Aronde looked as if it had been in the wars, and had had a quick job of repairs done to the body.

First thing everyone wanted to know in Paris was: "What was the weather like in the Massif Central?" Reports came through of raging blizzards, ice-bound roads and fog. It was certain that these reports were factual, as French newspapers quoted meteorological sources.

Pre-war Grand Prix drivers Caracciola and Lang came in for the attention of scores of cameramen and reporters, as did Mrs. Bill Wisdom, Mrs. Nancy Mitchell and Miss Sheila Van Damm in their Sunbeam Talbot.

It was in Paris that stories began to filter through of starters from other controls. Stirling Moss, Desmond Scanneil and John Cooper had a tremendous ovation from the Monte Carlo crowd. Heavy snow was experienced up to Digne, and at Liège, five competitors were penalized for lateness, including W. L. Innes and R. Thorpe (Ford Consul), W. Mackenzie and Fred Bassett (Sunbeam-Talbot). Non-arrivals were Coupe des Dames favourites Mesdames Rouault and Gor-

dine (Simca), and the Australian F. E. Davis (Austin). Davis slid into a ditch just 10 minutes after running over a black cat, and was stuck for several hours.

Near Rheims, a Swiss-owned Citroën entered by W. Berger collided with a lorry, and unfortunately Berger received fatal injuries.

From Oslo, Maurice Tew (Humber) reported plenty of snow, but really wonderful roads through Denmark. Mrs. A. B. Norling and Mrs. V. Blomkvist (Volvo) had an unlucky incident, when Mrs. Blomkvist received severe cuts on hands and feet from broken glass, through slipping on the ice outside a control. She was given first aid, and pluckily carried on with her hand in plaster.



**LAMPS AND HORNS** The 2B litre Citroën driven from Lisbon by C. Prevrat and P. Davoust was well and neatly equipped to face the rigours of the "Monte".





*PARC RESERVEE. General view of the competitors' car park at Lille, through which Glasgow competitors passed en route to Liège and Amsterdam*

was cracking along, with Peter Harper (Hillman Minx) on its tail. Sidney was the only Glasgow starter to get through to Valence unpunished; Harper was just 24 minutes behind time. Another fine effort was that of the Sneath's, who came through 22 minutes late. Peter Bolton (Vanguard) drove furiously to make up time lost when visibility was reduced to nil. He clocked in just 18 minutes behind schedule. George Hartwell and W. Chipperton (Sunbeam-Talbot) did even better to lose only 12 minutes.

Amongst those who either failed to arrive at Valence, or got there after the two hours' limit, were J. P. Kehoe (Jaguar), Geoff Holt (Zephyr), Buster Bartlett (Vauxhall), Gordon Wilkins (Jaguar), H. C. Hobson (Austin), L. D. G. Collen (Humber), Johnny Clegg (Sunbeam-Talbot), R. J. Adams (Daimler), R. V. Russell (Javelin), P. I. Zetter (A.C.), S. E. Croft-Pearson (Jaguar), Norman Garrad (Sunbeam-Talbot) and Wally Waring (Jaguar). Bob Ellison was reported to have inverted his Jupiter saloon, luckily without injuring himself or crew. Ian Appleyard (Jaguar) got through O.K., but over 20 minutes behind time. Mrs. Wisdom (Sunbeam-Talbot) was roughly one hour late.

No one got through to Valence unpunished from Oslo or Palermo, but there were five from Stockholm. Clean sheets from Monte Carlo were reported as including Stirling Moss (Sunbeam-Talbot), C. de Ridder (Peugeot), F. van de Kaart (Porsche), Dr. Angelvin (Simca), J. Corne (Peugeot), R. Loyer (Peugeot) and M. Collange (Simca). Ken

Wharton (Zephyr) ended up on top of a Citroën, down a steep bank.

Louis Chiron (Alfa Romeo) became thoroughly ditched near Le Puy. After some time, the crew managed to extricate the car. Just as it was hauled out, Bertie Bradnack's Jaguar came round, collided with the Alfa, and put it back in the ditch again. This incident caused Bradnack to be 11 minutes' late, as his coachwork was more than considerably bent. Chiron arrived outside the time limit. Bill Stoeman and Ray Merrick (Sunbeam-Talbot) were 22 minutes to the bad at Valence. Most of their trouble

was getting past stationary and ditched vehicles.

From Valence began the long climb over the several cols to Grasse, via Gap and Digne. It was a white fairyland up there in the snow. The Col de Cabre was slippery and cars shot off in all directions at corners. Fortunately, banked-up snow kept vehicles from doing any deep-diving acts into what looked like nothingness.

All the way to Grasse the snow persisted. At times, the surface of the road was so bad, that it was almost impossible  
(Continued on page 146)



**RACING DRIVERS:** Peter Collins, of Kidderminster, and David Murray, of Edinburgh, seen with their Ford Anglia at the Paris control.



# THE REGUL

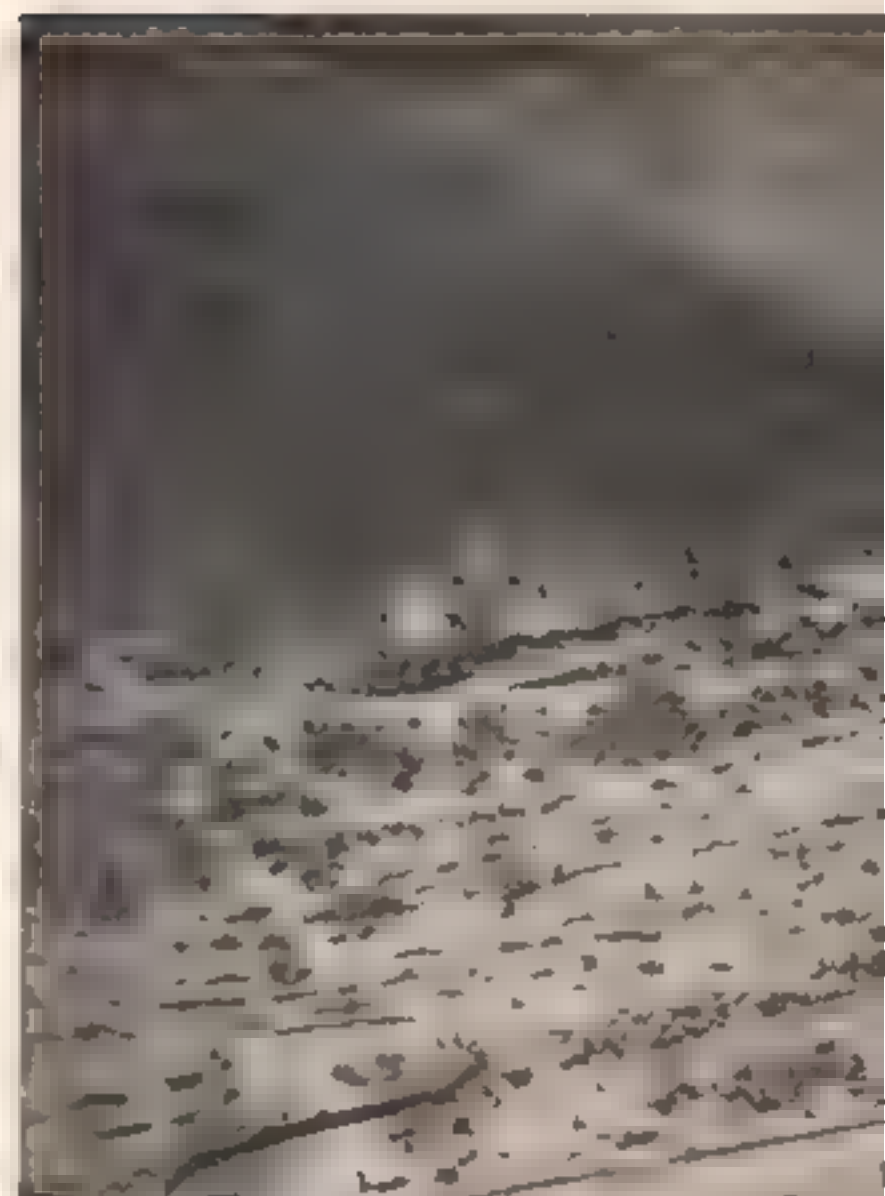
SCENES ON THE COL  
SNOW AND ICEBOUND ROA  
CARS AND CLINCHED A M



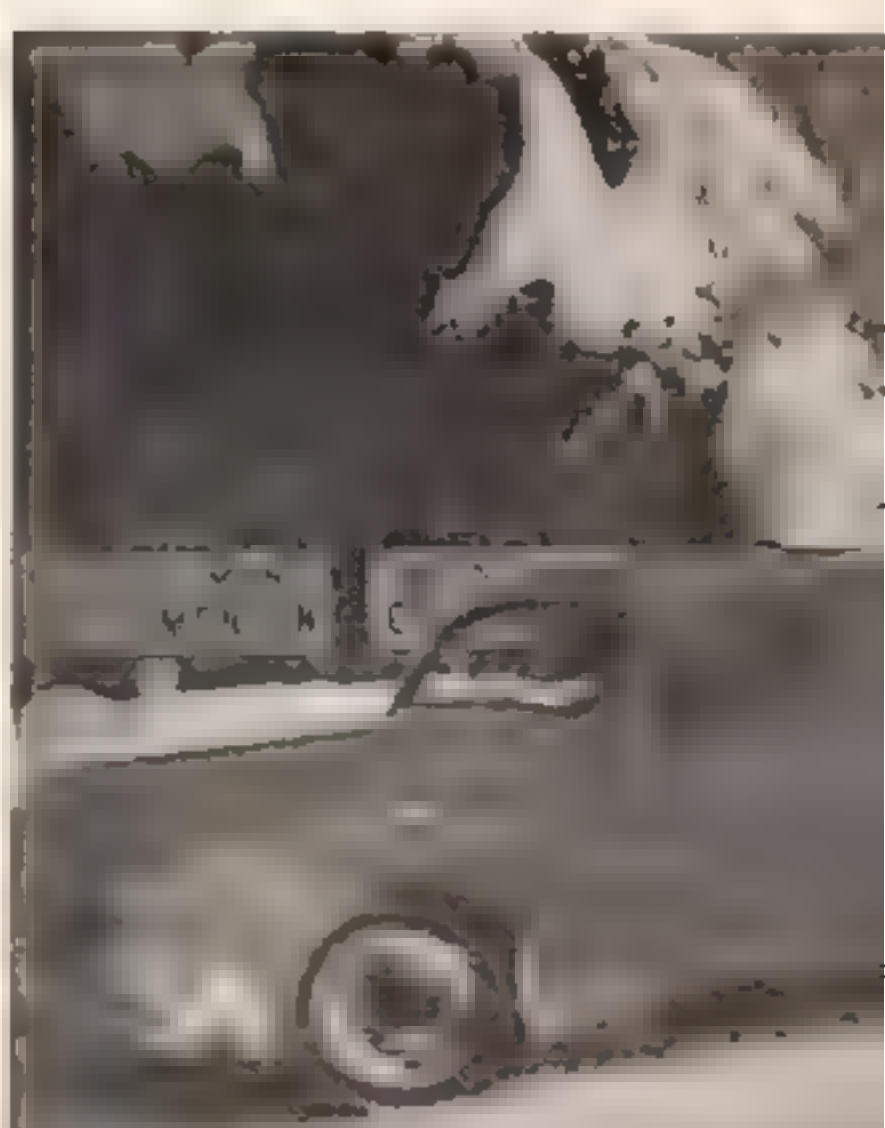
**RALLY WINNER:** (Above) Sidney Allard, his car plentifully adorned with snow, corners fast. He slid into a wall during the test, but continued non-stop with wobbling nearside front wheel



**SECOND:** (Above) Competing in his first classic rally, Stirling Moss (Sunbeam-Talbot), achieved a brilliant second place, four points behind Allard  
**THIRD:** (Below) Dr. M. Angelvin cornering in the 1.2-litre Simca Sport which took third place in the Rally. He won the 1,500 c.c. class



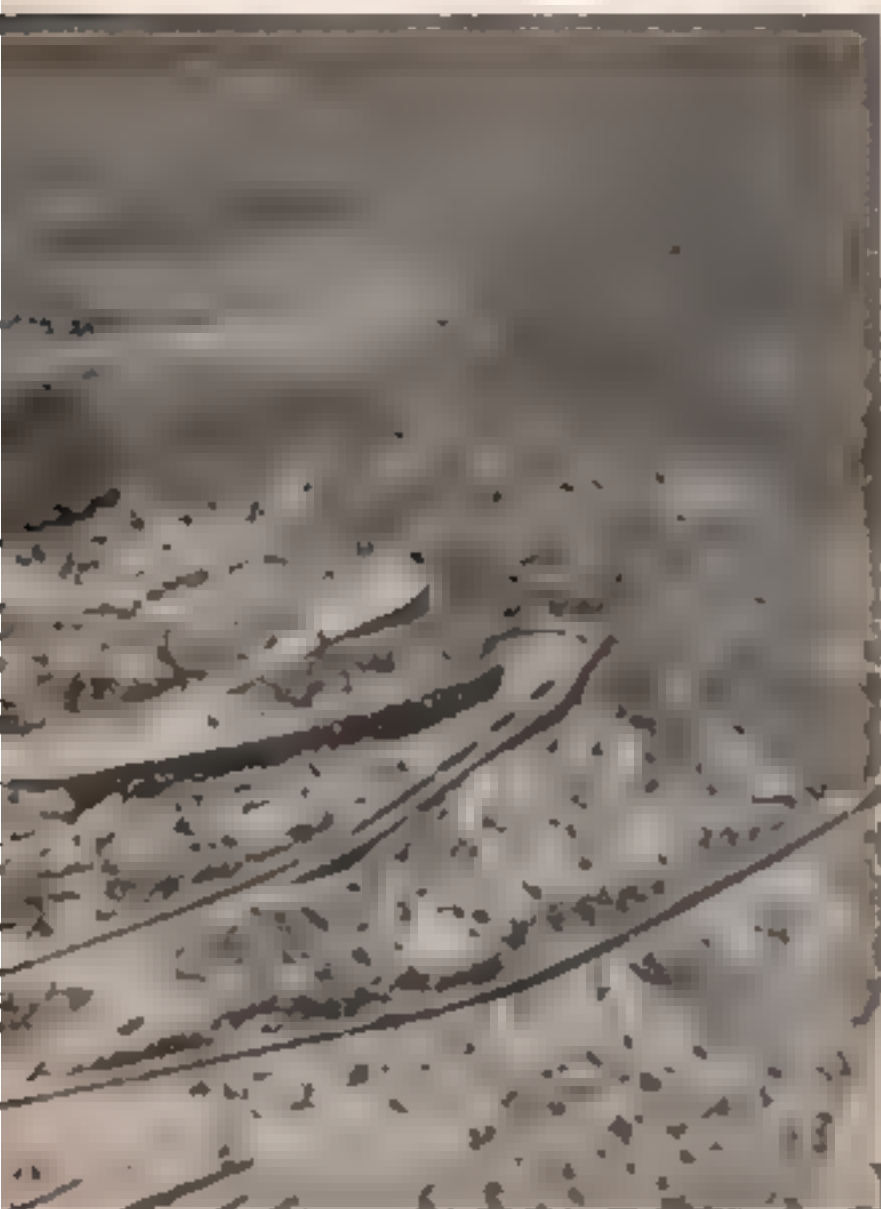
**PROHIBITIVE:** Part of the 46-mile C...  
had to maintain an avera...  
**GALLIC TYPES** (Below) P. F. Gauth...  
Simca Aronde



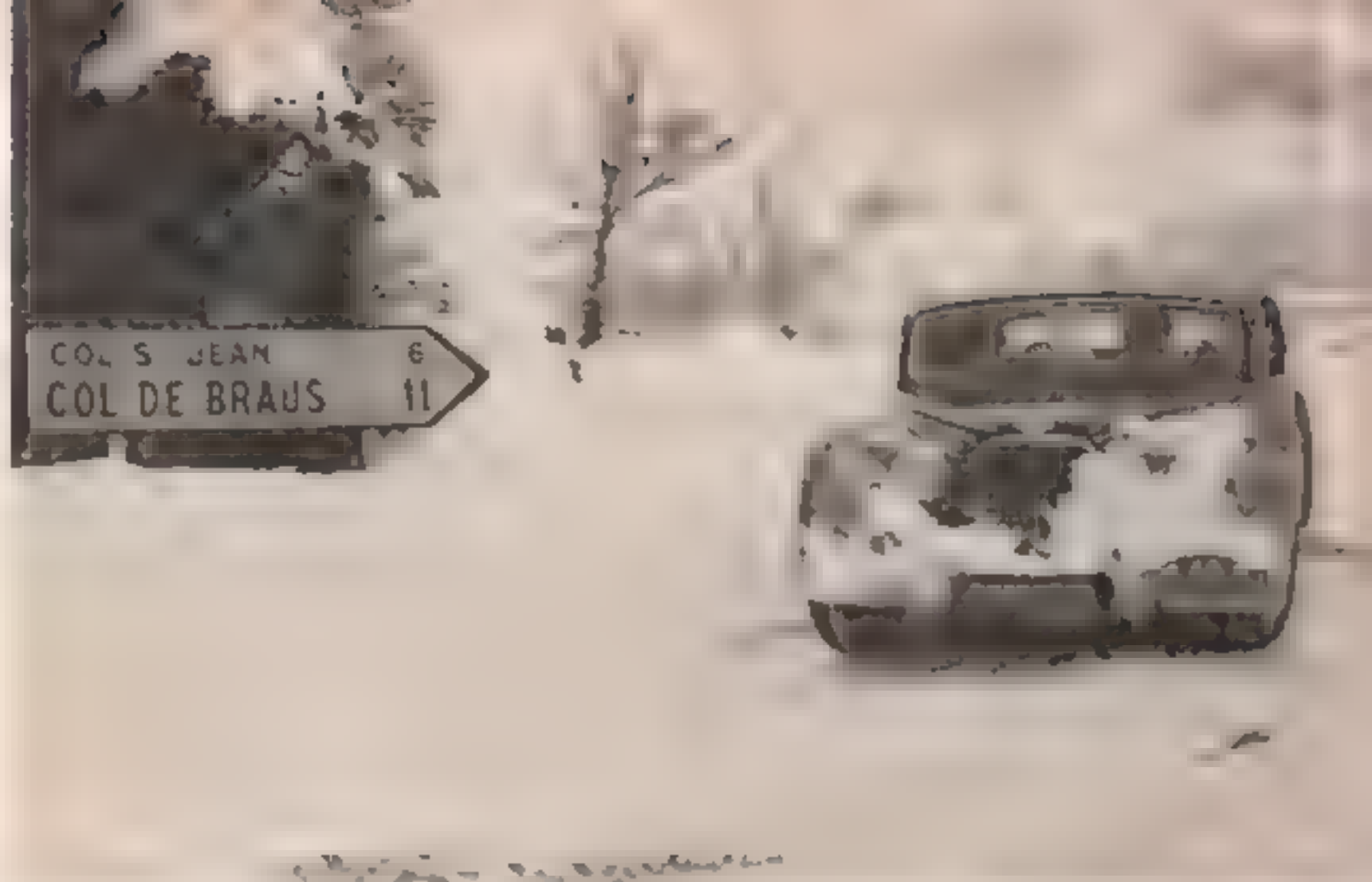


# SECURITY TEST

BRAUS CIRCUIT, WHERE  
SEALED THE FATE OF MANY  
SIGNIFICANT BRITISH VICTORY



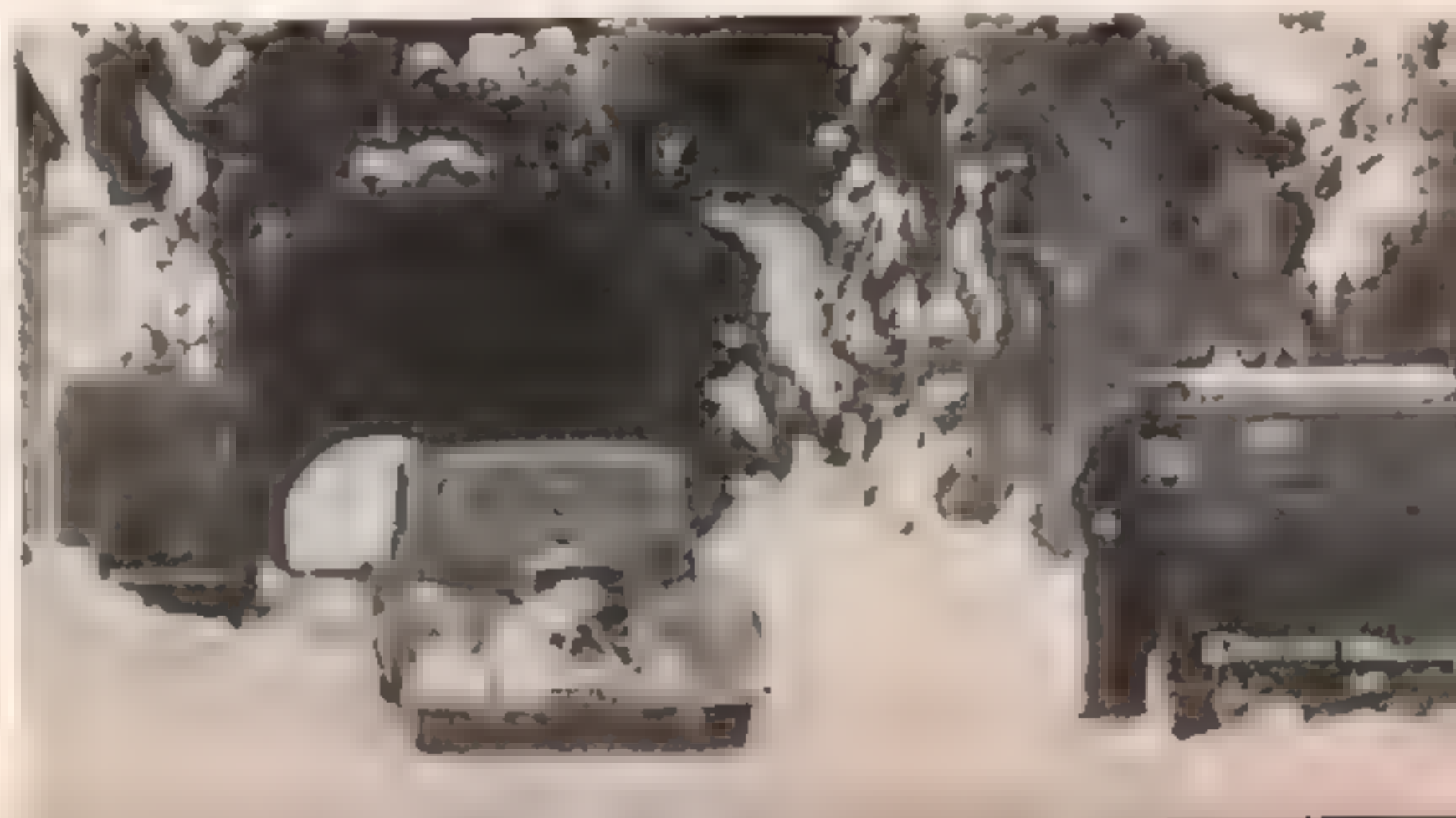
the Braus course, over which competitors  
travel at approximately 31 m.p.h.  
A 203 Peugeot saloon and A. Blanchard's  
enter in company.



MARK VII: The J. Heurtaux/M. Crespin Jaguar saloon which finished sixth in  
General classification



ROSIER GOES IN: (Above) Current French racing champion Louis Rosier  
takes his Talbot saloon through the tunnel at Castillon  
CARACCIOLA COMES OUT. (Below) Erstwhile German racing champion  
Rudolf Caracciola emerges from the same tunnel in his Mercedes-Benz





**PORSCHE IN PARIS:** General view of the Paris control, with the Lapauzel Mme. Darier 1.3-litre Porsche arriving

Sidney Allard's "Monte"—continued to stand up, far less keep motor-cars in a straight line. Undoubtedly this Monte Carlo Rally calls for exceptional driving skill and plenty of courage to average over 30 m.p.h. on ice-bound roads, with hardly more than a few yards at a time in a straight line.

On arrival at Monte Carlo, it was found that only 18 crews had completed the 2,000-miles course without incurring road penalties—and the 18 contained Sidney Allard and Stirling Moss. Another 29 cars were admitted to make up the required 50, and this let in Bertie Bradnack (Jaguar), Peter Harper (Hillman Minx), Bob Foster (Javelin), George Hartwell (Sunbeam-Talbot), Ernest Sneath (Sunbeam-Talbot), Bill Sleeman (Sunbeam-Talbot), Dr. J. T. Spare (Javelin), and after what was one of the finest performances in the rally, Tommy Wisdom and the big Daimler

#### The Regularity Test

The regularity test on Sunday comprised a 74-kilometre section of difficult mountain roads, taking in the famous Col de Braus. Competitors had to average a set 45 k.p.h., and there were, in addition to normal time checks, secret time checks. Later, it was announced that

only one secret check was included; this was near the finish at Mentone.

It was raining heavily in Monte Carlo, and snowing a blizzard in the mountains. From Tonet de l'Escarene via the notorious "boot-laces" at the Col de Braus, and the descent of the Col de Castillon, the roads were as treacherous as could be.

First away (the starting order was balloted) was the Swedish driver I

Wollert in a 1,900 Alfa Romeo. He ran out of petrol at Castillon, but luckily for him his car spluttered to a standstill beside the crew of Stark's Vauxhall who were spectating. They sportingly supplied him with a couple of gallons of "super".

There was a very slippery right-hand bend at the start of the tunnel at Castillon. Several cars went straight on, including Stirling Moss's Sunbeam-Talbot, which was quickly returned to



**OFF ROUTE** The French roads were highly treacherous with ice outside Paris the Hartley/Jansson Ford Zephyr ended up against a telegraph pole, requiring hard pushing to get it back on to the road.





**ALMOST THERE:** (Above) A Peugeot 203 and racing driver Eugene Chaboud's Renault drawn up at the Gap control. With but Digne and Grasse between them and Monte Carlo their road section is almost completed. **PONTAIX** (Below) A picturesque scene featuring the Austin A40 of H. C. Roberts and A. T. Hull, starters from Glasgow.



its proper course by the concerted efforts of Mr. and Mrs. Barclay Inglis, the Editor of AUTOSPORT and George Phillips. During these operations, Desmond Scannell never once took his eyes off this competitor.

Ernest Sneath came down at what looked an impossible speed, but cleverly broadsided round without incident. Louis Rosier (Talbot) slid into the side of the road further down past the village. Bertie Bradnack (Jaguar) was not so fortunate, but quickly backed out of the snow.

The same crew rushed to the aid of the big Daimler and Peter Bolton's Vanguard which slid into deep drifts further up. Wisdom showed great skill in returning nearly three tons of motor-car to its proper course, but in doing so nearly went away without Lord Selsdon who jumped out to help. Dr. Spare (Vauxhall) crashed, but the crew were uninjured.

Ray Merrick came round exceptionally fast, as did Marcel Becquart (Jupiter) and Bob Foster (Javelin). Sidney Allard gave all the British spectators a scare. The nearside front wheel of the Allard was seen to be wobbling violently. Apparently Sidney slid into a wall on the "bootlaces", but continued non-stop.

In Monte Carlo that evening there was great hilarity. The first outright win



**COUPE DES DAMES WINNERS:** Mrs. Grete Molander and Mrs. H. Lundberg, of Norway, won the Ladies' Cup with their Swedish 764 c.c. Saab, starting from Stockholm.

**Sidney Allard's "Monte"—continued**

by a British driver in a British car did not go uncelebrated—particularly as Stirling Moss was runner-up.

When the provisional results were announced, everyone from Britain danced with glee. Heroes of the hour are the six stalwarts who have put British motor-sport to the top of the tree, and earned undying admiration for British automobile engineering.

Sid Allard had one or two anxious moments, when a referee had to be brought in to give his opinion as to whether or not the damaged front wing should incur loss of marks for condition. The referee decided that the Allard should not be penalized!

**PROVISIONAL RESULTS**

**General Classification**

1. Sidney Allard/Guy Warburton (4,375 Allard), 130 marks lost; 2. Stirling Moss/Denmond Scannell (2,267 Sunbeam-Talbot), 134; 3. Dr. M. Angelvin/Mme Angelvin (1,221 Simca Sport), 139; 4. R. Cotton/L. Didier (3,442 Jaguar Mk. VII), 147; 5. Marcel Becquart/H. Ziegler (1,486 Jupiter), 162; 6. J. Heurtaux/M. Crespin (3,442 Jaguar Mk. VII), 181; 7. C. de Cortanze/L. Crapez (1,290 Peugeot), 221; 8. L. J. Rosier/L. C. Rosier (4,482 Talbot), 249; 9. A. Loyer/G. Monier (1,290 Peugeot), 260; 10. J. Corne/G. Argentero (1,290 Peugeot), 311; 11. A. Trigano G. Howel (2,660 Austin), 383; 12. R. Loyer/W. Brandt (1,221 Simca-Aronde), 416; 13. Dr. J. Lacerdo/Juan I. Azarujinha (2,867 Citroën), 480; 14. C. de Ridder/R. Koalke (1,290 Peugeot), 759; 15. M. Michy/G. Gilard (1,290 Peugeot), 833

**Classes**

**Up to 1,500 c.c.:** 1. Dr. Angelvin/Mme Angelvin (Simca); 2. M. Becquart/H. Ziegler (Jupiter); 3. C. de Cortanze/L. Crapez (Peugeot); 4. A. Loyer/G. Monier (Peugeot); 5. J. Corne/G. Argentero



**ADMIRATION:** (Above) French escort police gather round the magnificent Daimler of T. H. Wisdom and Lord Selkirk at the Paris control.

**BRIEF ENCOUNTER:** (Left) Bertie Bradnack's Mark VII Jaguar bears visual evidence of its collision with Louis Chiron's Alfa Romeo near Le Puy.

(Peugeot); 6. R. Loyer/W. Brandt (Peugeot).

**Up to 1,100 c.c.:** 1. J. Sandt/L. Vicens (1,060 Renault); 2. M. Nathan/H. Schellhaas (1,086 Volkswagen); 3. R. W. Melde/K. G. Svedberg (764 Saab 92).

**Up to 750 c.c.:** 1. M. Grosgeat/L. Biagini (745 Panhard-Dyna); 2. R. Bouchayer/P. David-Grignat (745 Panhard-Dyna); 3. R. Marchand/G. Deschamps (745 Panhard Dyna).

**Coupe des Dames:** 1. Mrs. Grete Molander (764 Saab 92); 2. Mme Pochon (Simca Aronde); 3. Mme I. P. Puyenbroek - Vroom (1754 Lancia Aurelia).

(Continued on page 150)





**WE CONGRATULATE**

**SIDNEY ALLARD**

and his co-drivers on their  
outstanding achievement in winning the

**MONTE CARLO RALLY**

They relied on

**LODGE**

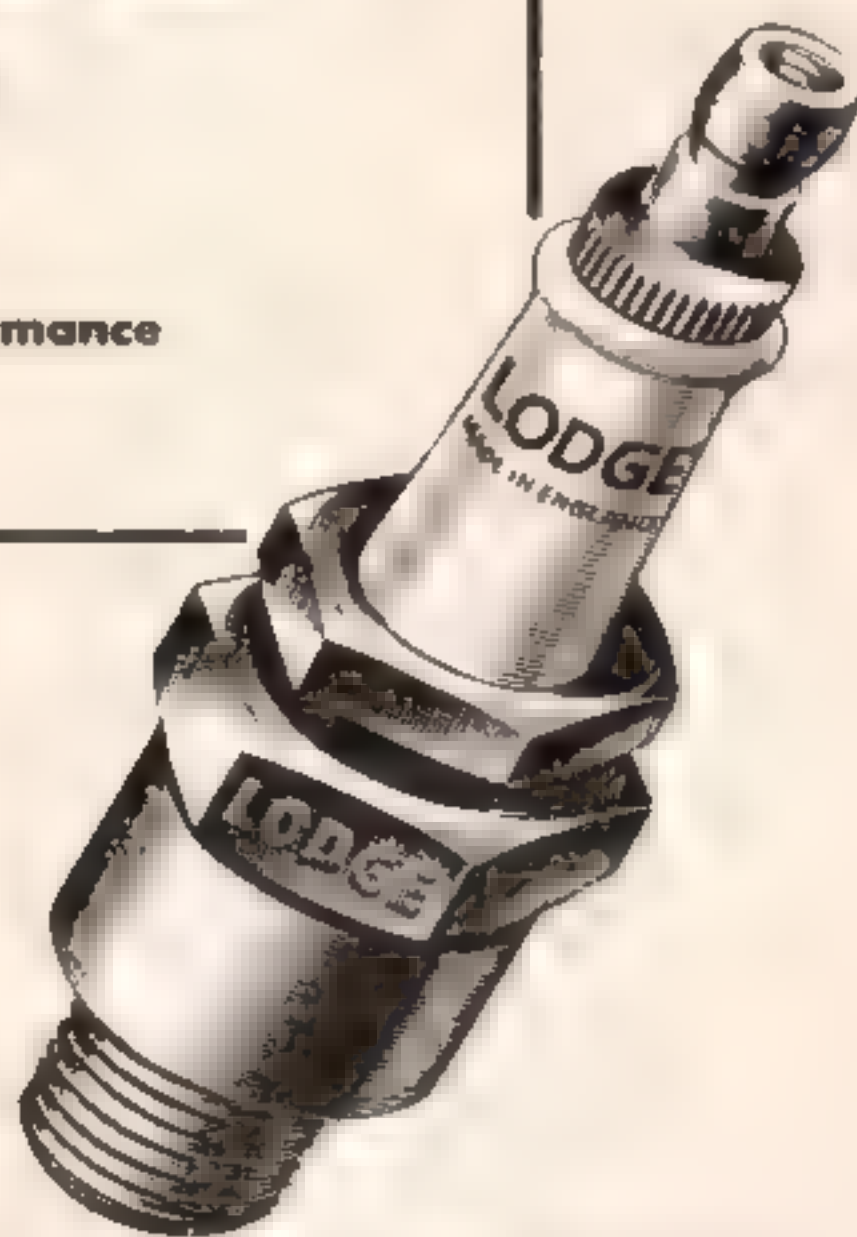
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plug for your engine.





### Sidney Allard's "Monte"—continued

#### THE CONCOURS DE CONFORT

BRITISH cars followed up their rally successes with outstanding victories in the Concours de Confort, held on the sea-front on Monday. Mike Couper with his magnificent Mark VI Bentley won the Grand Prix d'Honneur for the fourth successive year, and his closest challengers were Wally Waring and his superbly-equipped Mark VII Jaguar, and Tommy Wisdom with the luxurious big Daimler, the performance of which has been one of the most admirable features of the 1952 rally.

Maurice Anderson's Hillman Minx not only won the special award (Category 2) for the best Monte Carlo Rally type of coachwork, but carried off his class with what must be the finest equipped light car ever entered in a major event. Jack Kemsley's Minx, however, ran Anderson fairly close to take second place.

The 3 litre Mercedes-Benz saloons carried off the team prize. All were finished in an attractive fawn colour. Sweden's two-stroke Saab dominated the third category, whilst the 750 c.c. section went to Dyna-Panhard.

#### RESULTS

**Grand Prix d'Honneur:** M. W. Couper/P. G. Woosnam-Mills (Bentley Mk. VI).

**Category 1:** 1, W. H. Waring/W. H. Wadham (Jaguar Mk. VII); 2, T. H. Wisdom/Lord P. Selsdon (Daimler).

**Team Prize:** K. Kling H. Geier (Mercedes-Benz); R. Caracciola/P. Kurrle (Mercedes-Benz); H. Lang/B. Grupp (Mercedes-Benz).

**Category 2:** 1, M. B. Anderson/R. M. Hastie (Hillman Minx); 2, J. H. Kemsley/P. Fotheringham-Parker (Hillman Minx).

**Special Award for Best Monte Carlo Rally Coachwork:** M. B. Anderson/R. M. Hastie (Hillman Minx).

**Category 3:** 1, R. W. Melldre/K. C. Svedberg (Saab 92); 2, Mrs. G. Molander/Mrs. H. Lundberg (Saab 92).

**Special Award for Best Monte Carlo Rally Coachwork:** R. W. Melldre/K. G. Svedberg (Saab 92).

**Category 4:** 1, M. Dufay/A. Bolleau (Dyna-Panhard).

**Radio Monte Carlo Cup:** M. E. Becker/R. Becker (Mercedes-Benz).

### "MONTE" MATTERS: Sid Allard, Guy

Warburton and Tom Lush, on arrival at the finishing point, immediately transferred to another Allard and began to circulate on the Col de Braus regularity test circuit. . . . Performance of the 3-litre Mercedes-Benz saloons was most impressive, although Caracciola, Lang and Kling, the "works" entrants, were penalized for late arrival at Valence. . . . Bob Ellison's Jupiter saloon eventually arrived at Monte Carlo on Sunday, looking somewhat lower after its inversion in the mountains. . . . G. Norander of Sweden was penalized 20 marks for lifting the bonnet of his Javelin in the *parc fermé*. Fastest car up the fantastic "boot laces" section of the Col de Braus in the regularity test was Louis Rosier's Talbot-Lago. Not far behind was the crisp-sounding sports Simca driven by Dr. and Mme. Angelvin. . . . Generally admitted that snow tyres are the proper wear for the "Monte". . . . Frank and Lola Grounds were delayed on the St. Puy-Valence section owing to snow shorting the sparking plug leads. . . . David Murray and Peter Collins (8 h.p. Anglia) lost more than 30 minutes fiddling about with a replacement battery which did not fit the cradle. . . . Non-appearance of 1951 winner Jean Trevoux was due to his taking up an important appointment in Mexico. . . . Mrs. Mona Vaughan (Javelin) had wretched luck when someone backed into her car and split the fuel tank. The car burst into flames, and was too badly damaged to continue. . . . Sidney Allard and Guy Warburton could easily open a jeweller's shop with their awards. At the prize-giving, they collected no less than 11 cups. . . . Sunbeam-Talbots did exceptionally well: nine cars completed the road section within the time limit. . . . Both Ford Anglias also finished, which is a remarkable performance on the part of David Murray/Peter Collins and Jack Reece/Peter Reece. . . . Only 162 cars completed the course within the stipulated two hours' time limit. . . . Highest-placed British competitors after Allard and Moss were Ernest Sneath (Sunbeam-Talbot) and George Hartwell (Sunbeam-Talbot). . . . Tommy Wisdom's big Daimler finished 47th in the general classification. . . . Another excellent performance was the 35th place of Peter Harper/W. Black (Hillman Minx). . . . The two policemen, Anderson and Skeggs (Sunbeam-Talbot) were 82nd.

#### AWARDS

**Prince of Monaco Cup** (best performance): Sidney Allard Guy Warburton (Allard).

**International Sporting Club Cup:** Allard Warburton (Allard).

**Riviera Cup** (up to 1,500 c.c.): Dr. and Mme. Angelvin (Simca Sport).

**Country Club Cup** (up to 1,100 c.c.): M. Nathan/H. Schellhaas (Volkswagen).

**Mont-Agel Cup** (up to 750 c.c.): M. Grosogeat/P. Biagini (Dyna-Panhard).

**Coupe des Dames:** Mrs. Greta Molander/Mrs. H. Lundberg (Saab 92).

**Charles Faroux Challenge Cup:** Mercedes-Benz (R. Caracciola, H. Kling, H. Lang).

**Late Public Schools Trophy:** Sidney Allard (Allard).

**A.C. of Portugal Challenge Cup:** R. Cotton/L. Didier (Jaguar Mk. VII).

**Aftenposten Challenge Cup:** P. Bergan/K. Bryde (Peugeot).

**Barclays Bank Silver Cup:** Sidney Allard Guy Warburton (Allard).

**W. S. Challenge Cup:** Maurice Gatsonides/Count van Nyevelt (Humber Snipe).

**Hotchkiss Challenge Cup:** Allard Motor Co., Ltd. (Sidney Allard).

**Challenge de L'Officiel de la Couture:** Mrs. Molander/Mrs. Lundberg (Saab).

**Monaco Challenge Cup:** A. S. Olsson/K. R. Lagersfam (Kaiser Henry I.).

**Van Wickevoort Crommelin Cup:** Gatsonides/van Nyevelt (Humber Snipe).

**Robert Poole Cup:** Olsson/Lagersfam (Kaiser).

**L'Equipe Challenge Cup:** Peugeot (de Cortanze; Loyer; Coone).

**L'Action Automobile Cup:** Peugeot (de Cortanze; Loyer; Coone).

**Fraiss-Demey Cup:** Dyna-Panhard (Grosogeat; Bouchayer; Marchand).

**B.T.D.A. Challenge Cup:** Allard/Warburton (Allard).

**Antony Noghes Cup:** Dr. J. J. Sprenger van Eijk (Chevrolet).

**Stuart Trophy:** Allard/Warburton (Allard).

**Prince Lanza di Trabia Cup:** R. Lanza di Trabia (Alfa Romeo).

**Skeel Cup:** R. S. Nelliemann/N. Kaastrop (Ford Zephyr).

**A.C. of Switzerland Cup:** R. Caracciola/P. Kurrle (Mercedes-Benz).

**Challenge de la Vieille Cure:** Allard Warburton (Allard).

**R.S.A.C. Cup:** Allard Warburton (Allard).

**K.N.A.C. Cup:** Gatsonides/van Nyevelt (Humber).

**A.C. of Belgium Cup:** F. van de Kaart/J. Swaters (Porsche).

**A.C. of Germany E.V. Cup:** G. Leiner/A. von Jurgensfeld (Mercedes-Benz).

**A.C. of Monaco Cup:** Stirling Moss, Desmond Scannell (Sunbeam-Talbot).

**C.S. of A.C. of Portugal Cup:** Dr. J. Lacerda/J. Aguiar (Citroën).

**A.C. of Nice and Côte d'Azur Cup:** J. Heurtaux/M. Crespin (Jaguar Mk. VII).

**A.C. of Mont-Blanc Cup:** Dr. and Mme. Angelvin (Simca Sport).

**Radio Monte Carlo Cup:** M. E. Becker R. Becker (Mercedes-Benz).

**Dunlop Gummi Cup:** Bob Foster/G. Holdsworth (Jowett Javelin).

**Marcel Quercia Cup:** Mrs. Molander/Mrs. Lundberg (Saab).

**Floquet Cup:** Dr. and Mme. Angelvin (Simca Sport).

**Courvoisier Cup:** Allard/Warburton (Allard).

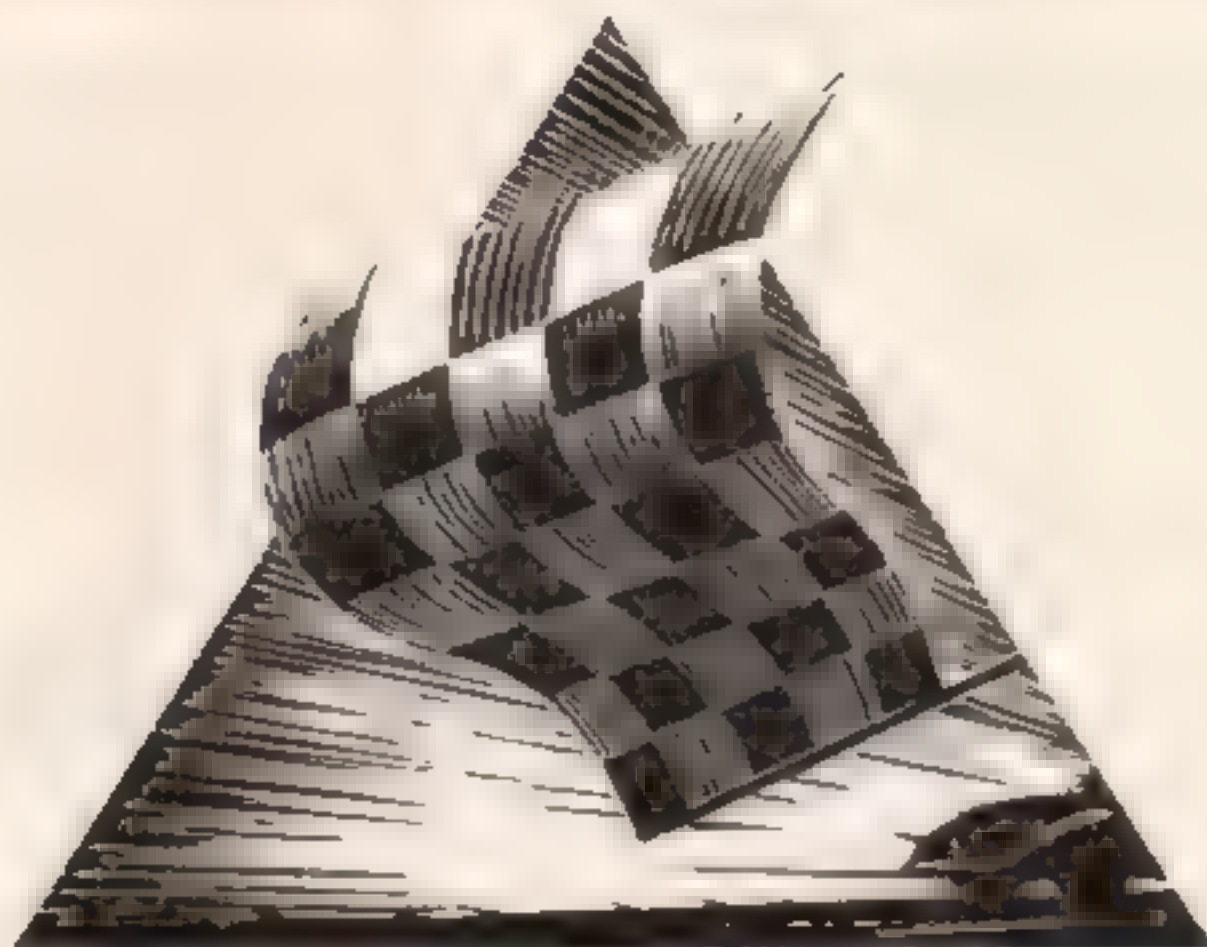
**Finland Cup:** N. H. Anderson/J. Lumme (Alfa Romeo).

## BRITISH PLACINGS IN GENERAL CATEGORY

1st Allard / Warburton (Allard)  
2nd Moss / Scannell (Sunbeam-Talbot)  
24th E. S. Sneath R. S. Sneath (Sunbeam-Talbot)  
28th Hartwell (Chiperton) (Sunbeam-Talbot)  
30th Sleeman (Merrick) (Sunbeam-Talbot)  
35th Harper Black (Hillman Minx)  
37th Foster Holdsworth (Javelin)  
41st Bolton Morrell (Vanguard)  
45th Bradnock Stokes (Jaguar)  
47th Wisdom Selsdon (Daimler)  
49th Spare White (Vauxhall)  
50th Walton Bate (Bristol)  
53rd F. Appleby P. Appleby (Jaguar)  
60th F. Grounds L. Grounds (Javelin)  
62nd Warren Carte (Riley)  
63rd Taylor Tracey (Austin)  
68th Corbridge Hardman (Lanchester)  
70th Pownall Wallwork (Sunbeam-Talbot)  
71st Murray Collins (Ford Anglia)  
77th Blumer Thomas (Ford Pilot)  
82nd Anderson/

Skeggs (Sunbeam-Talbot)  
85th McKerracher/Taunahill (Austin)  
87th Lamb/Risk (Ford Pilot)  
C. Offley/W. Offley (Sunbeam-Talbot)  
92nd Kemsley/Fotheringham-Parker (Hillman Minx)  
94th Mansbridge/Taylor (Jaguar)  
Flockhart/Stewart (Ford Pilot)  
109th J. McLaughlin / L. McLaughlin (Riley)  
111th Odell/Ginn (Javelin)  
113th Vard/Filgate (Lagonda)  
121st Milton/Neaman (Sunbeam-Talbot)  
129th Mrs. Wisdom/Miss van Damm (Sunbeam-Talbot)  
137th J. Reece/P. Reece (Ford Anglia)  
147th Brand/Field (Javelin)  
149th Miss Stanley-Turner/Wilson (Alvis)  
153rd Weeks/Powell (Vauxhall)  
154th McCaldin/Houston (Sunbeam-Talbot)  
156th Waring-Wadham (Jaguar)  
157th Anderson/Hastie (Hillman Minx)





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# NEWS FROM THE CLUBS

## ANTHONY BARING WINS THE TYRWHITT DRAKE TRIAL

DRIVING his 1,172 c.c. Cotton, A. A. Baring won the Maidstone and Mid-Kent M.C.'s Tyrwhitt Drake Cup Trial on 20th January. Misfortune spoilt Michael Lawson's chances of scoring the "hat-trick" in this popular event.

There were 25 entries, but only 20 starters, of which 13 were trials specials, five were sports-cars and only two saloons.

The course included two excellent new sections, Boarley Range and Emerald Bank, both of which stopped the entire entry.

The sharp bend on Fleur de Lis proved Michael Lawson's undoing, had he won this year, the cup would have been his for keeps. He also failed on Coldharbour when his gear-lever jumped out. The sharp bank on this section, which was introduced as the lane was too easy, stopped Gerry Pentony's Cyclops amongst others.

### RESULTS

**Tyrwhitt-Drake Cup:** A. A. Baring (Cotton).

**1st Class Award:** H. R. Lewis (Ford Special).

**2nd Class Award:** M. H. Lawson (Lotus).

**Class Winners**

**Trials Specials:** E. G. Nottley (Cox Sp.)

**Sports-cars:** W. Coleman (M.G.)

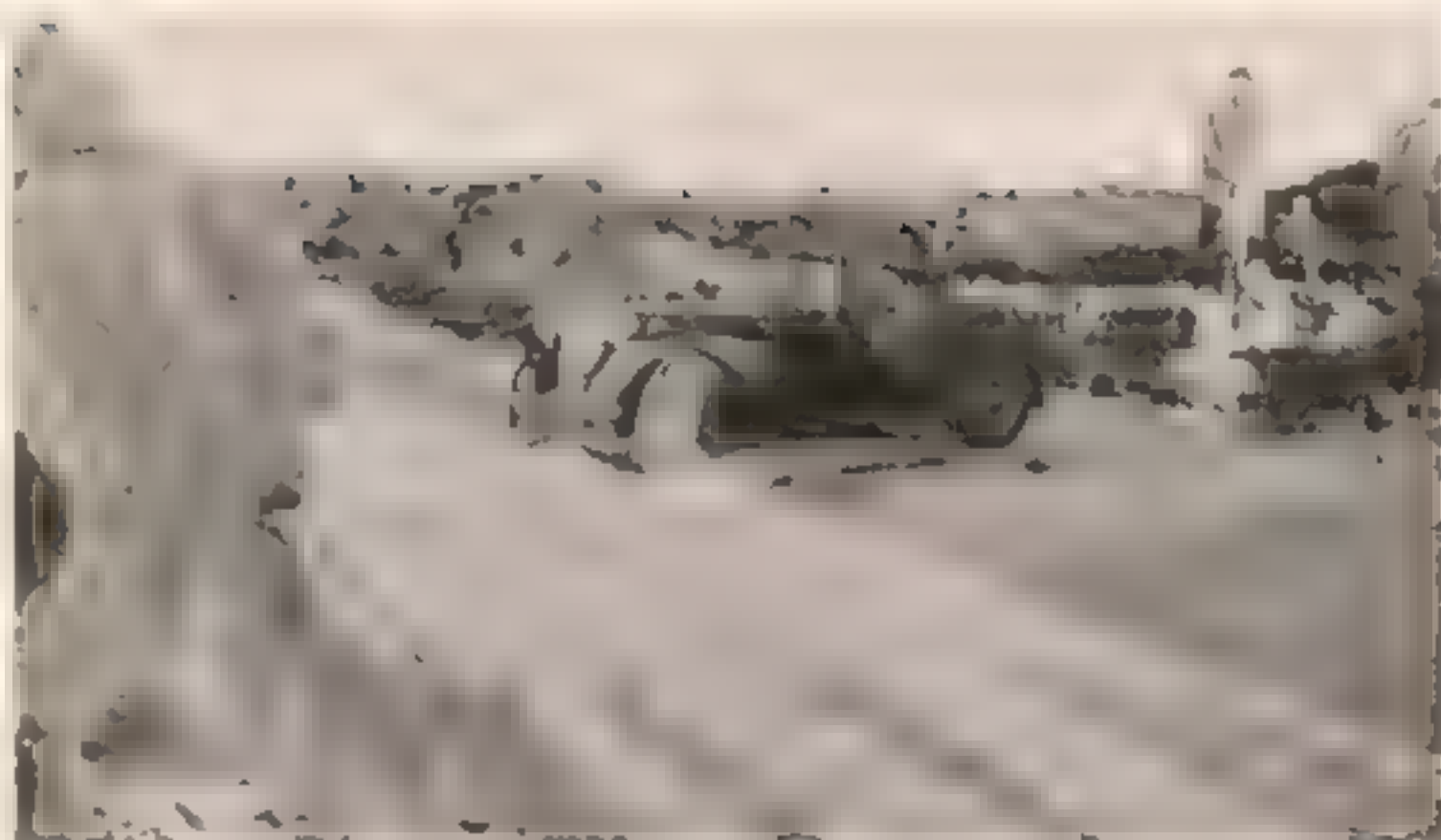
**Saloons:** T. J. Austin (Sunbeam-Talbot).

### BOGNOR M.C. ACTIVITIES

THE Bognor Regis M.C. recently held a quiz at their H.Q. at Aldwick, opponents being the newly formed Chichester M.C. The starting grid consisted of one team of four from each club with Major Wilmott as question master. At the drop of the flag much verba lappery took place. One question concerning the fastest lap speed put up during 1951 caused some consternation, everybody thinking of Formula 1 whereas in actual fact it was achieved by a Veritas Formula 2 car on the Grenzlandring. One rather topical question on the Monte Carlo Rally made people think concerning the starting point. After a very ding-dong battle Bognor got home with a narrow margin of 24 to 21½.

Bognor's next event will probably be a point-to-point. The club has a very keen mud-plugging squad, including Ted Spence, who finished seventh in the Trials Championship. Member V. Mahler hopes to do great things with his Kelham Special, now with a 1½-litre BMW engine.

B. Johnson of 5 Princess Drive, is the Club Secretary, and would be pleased to send details on to any interested motorists.



*FROM SOME FRONT Jack Stevenson has difficulty in keeping his 16 M.G. facing the right way in the L.M.R.C.'s Winter Trial, during the test in icy Colary Lane*

### SOUTHSEA FILMS

ON the Wednesday following their President's Trophy Trial, i.e., 14th February, the Southsea M.C. have a film show on the agenda at their Aero Club H.Q. The programme will include some new films of the Monte Carlo Rally, Silverstone, the Alpine Rally, etc.

### MORGAN MIDLAND RALLY

THE Morgan 4/4 Clubs Midland Rally, which appeared provisionally on the National Calendar for 26th-27th January, was cancelled.

### CAMBRIDGE 50 C.C. SOCIALITIES

THE Annual Dinner and Dance of the Cambridge 50 Car Club will be held at the Guildhall, Cambridge on Monday, 11th February, 1952, at 7 p.m. for 7.30 p.m. Tickets or further details may be obtained from the secretary, A. G. Cooper, 31 Hills Road, Cambridge. (Telephone: 4420)

Other forthcoming events of the Cambridge Club are as follows: Friday, 1st February, 8 p.m., Joint Noggin and Natter with Peterborough M.C. at the Pike and Eel Inn, near Over, Cambridge-shire.

Sunday, 17th February. Driving tests, Cambridge.

Friday, 7th March, 7.30 p.m., Annual General Meeting, Milton Arms Hotel, Milton Road, Cambridge.

### FURNESS D.M.C. TRIAL

ON Sunday, 24th February, the Furness District M.C.'s Charles Kendal Trial, a closed-to-club event, will be held over an 80-mile course consisting of second class roads and lanes in Furness and the Lancashire Lakeland. It will be suitable for any standard type of car. Starting point will be the Gill, Ulverston, at 11.30 a.m., and the finish at the Manor Park Hotel, Oxenpark.

Entry forms can be obtained from the Sports Secretary, S. Powell, of 41 Robert Street, Barrow-in-Furness.

The Club's next big event will be the Millbrow Trophy Trial, on 30th March, while the popular Furness Festival Trophy Rally will again take place on 21st-22nd June.

Addresses of other Furness club officials for 1952 are as follows:—

Hon. Secretary, J. V. Bamher, 21 Cloisters Avenue, Barrow-in-Furness; Hon. Social Secretary, F. Buck, 12 Piel View Grove, Barrow-in-Furness; Hon. Treasurer, W. Grove, 115 Westview Grove, Barrow-in-Furness.

The president is again Thurston Ireland, Esq.

### M.C.C. SPORTING TRIAL

THE M.C.C. Committee have decided to alter the character of the Sporting Trial, for this year at least, to give it a wider appeal to the general run of M.C.C. members.

For this reason they have asked both the R.A.C. and the British Trials Drivers' Association not to include this event in the series of short super-sporting trials organized by various Clubs as qualifying events for the R.A.C. Championship and the B.T.D.A. Gold Star.

The event will probably be renamed and run more on the lines of other M.C.C. events.

### WEST ESSEX CLUB FIXTURES

WEST Essex C.C. events due to take place in the next few months are as follows:—

9th February, Vacuum Oil Co. Film  
20th February, Noggin and Natter  
27th February, Annual General Meeting

5th March, Talk by Alan Hess.

19th March, Noggin and Natter.

2nd April, Repeat showing of Boreham films

16th April, Noggin and Natter

7th May, Wakefield Film show

All the above fixtures take place at the Club House, except for the repeat performance of the Boreham film, which



will be shown at the Manor Hall Chigwell.

The Club have secured an International date on 2nd August for a Boreham race meeting, and other events at this circuit are booked for 20th March (speed trial), 17th May (closed invitation race meeting), 14th June (National race meeting) and 21st September (Chelmsford Rally).

#### ALLARD O.C. FIXTURES

**T**he Allard Owners' Club will be holding their monthly meeting at the Anchor Hotel, Shepperton, on Tuesday 12th February, at 7.30 p.m.

The Northern Centre of the A.O.C. are holding an inaugural meeting on Wednesday, 6th February, at the Parkway Hotel, Otley Road, Bramhope, near Leeds, beginning at 7.30 p.m.

#### LANCS AND CHESHIRE TRIAL

**T**he Lanes and Cheshire C.C.'s sporting closed Winter Trial took place last Sunday, drawing an entry of 14, rather depleted by several club members being away on the Monte Carlo Rally. The trial took the form of a follow-my-leader event, seven sections being concentrated on a farm in Daisy Nook, near Mottram.

The hills, well covered in snow became very slippery as more and more cars scaled them. They were each divided up into five sections, and this system provided a winner, without resorting to the tests.

During the afternoon a Regularity Test for a Special Award, was run on a trotting track near the finish. Two laps of this track proved rather tricky for

some entrants, the snow making the surface very treacherous. However, the winner proved to be W. S. Underwood with a time of 42.6 secs. Shocks were felt by some competitors when a local lad calmly announced that "nags could do it in 40, and hobbled at that".

#### RESULTS

**Winter Trophy:** A. W. Lilley, 9 marks lost

**Runner-up:** W. S. Underwood, 11

**Third Place:** P. Clegg, 12

**Noise Award:** Miss Jill Lilley, 13

#### Y.S.C.C. ANNUAL DINNER

**T**he Yorkshire Sporting Car Club belongs to that growing group of bodies supporting the admirable theory that an Annual Dinner calls for no speeches. A more than capacity attendance at the Grand Hotel, Harrogate, on Friday last, cordially agreed and spent the time so saved to their own enjoyment, keeping their applause for the distribution of the year's trophies by Mrs. President George Dracup. Prominent among the prizes was the new Tennent's Trophy, which is of such a weight that Cuth Harrison had to tow it away on a special trolley, beautifully made by Bert Rhodes in the image of a sports-car. Bert himself was the recipient of an engraved silver cigarette box in appreciation of his long and mighty efforts in the Club's interests. The distribution was just completed in time for members to gather round an imported wireless set to hear the dramatic changes that had come over the fortune of Monte Carlo Rally competitors

in the French mountains. Dancing then got under way with a will and ended only with the enforcement of "Auld Lang Syne" and the issue of hot soup against the perils of a somewhat Arctic night.

#### CLUB FIXTURES

**Mid-Surrey A.C.**—A.G.M. 1st February. Queen Adelaide Hotel, Ewell, Surrey 8 p.m.

**B.A.R.C.**—Film Show, 1st February. Picturedrome, Langney Road, Eastbourne.

**Allard O.C. (Northern Centre)**—Inaugural Meeting, 6th February. Parkway Hotel, Otley Road, Bramhope, near Leeds, 7.30.

**M.G.C.C. (N.W. Centre)**—Noggin, natter and film show, 6th February. Flying Horse Hotel, Town Hall Square, Rochdale, Lancs, 7.30 p.m.

**B.A.R.C. (Yorks Centre)**—Film Show (Mobilos), 7th February. Parkway Hotel, Otley Road, Bramhope, near Leeds, 7.30 p.m.

**Vintage S.C.C.**—First Thursday meeting 7th February. Phoenix Hotel, Hartley Wintney, Hants.

**Shenstone and District C.C.**—Annual Dance and Presentation of Awards 8th February. Parson and Clerk Hotel, Chester Road, Streetly, Staffs 8 p.m.

**Warrington and District M.C.**—Meeting, 8th February. Clubroom, Bridge Foot Garage, Wilderspool Causeway, Warrington, Lancs, 8 p.m. All welcome.

**Royal Scottish A.C.**—Cocktail Party and Film Show, 8th February, Green Room, Blythswood Square, Glasgow, 7.30 p.m.

(More News from the Clubs on page 154)

# RED<sub>E</sub>X

## triumphs at MONTE CARLO

### Monte Carlo Rally won on RED<sub>E</sub>X in oils and petrol

General Classification - S. ALLARD (Allard)

Class II - M. ANGELVIN (Simca Sports)

Class IV - M. GROSGOGEAT (Dyna-Panhard)

(subject to official confirmation)

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## News from the Clubs—continued

## MID-CHESHIRE MEMBERSHIP AT 7s. 6d.

AN additional ruling introduced recently by the Mid-Cheshire C.C. enables drivers to join the Club for 7s. 6d. per year for the purpose of taking part in competition events organized under R.A.C. general competition rules. The next M.-C. C.C. event is the Sporting Trial on 16th March.

## 1952 B.T.D.A. STAR—FIRST ROUND

STARTING and finishing at the Falcon Hotel, Bridgnorth, the Hagley and District L.C.C.'s Clee Hill Trial, the opening round in the 1952 B.T.D.A. Championship, takes place this Sunday, 3rd February, in Shropshire. The course will be about 55 miles long, containing about eight observed sections and two timed sections. It will be divided into two loops, competitors starting on alternate ones at minute intervals, to avoid congestion.

Clubs invited to compete with Hagley members are Bristol M.C. and L.C.C., Hereford C.C., Leicester C.C., M.G.C.C., Sheffield and Hallamshire M.C., Shennstone M.C. and Sunbac.

## B.T.D.A. STAR—SECOND ROUND

ON Sunday, 10th February, the Southsea M.C. are holding their President's Trophy Trial, a closed invitation event counting for the 1952 B.T.D.A. Star. The course will cover a distance of about 50 miles, starting and finishing at the Welcome Hotel, Petersfield. First competitor will leave at 9.30 a.m.

Invited clubs are Harrow, Bristol, N.W. London, West Hants and Dorset, 750, Hants and Berks and Kentish Border. Entries must reach the Secretary of the Meeting, S. A. Faulkner, by last post, Monday next, 4th February. His address is 113 London Road, Waterlooville, Hants.

## NORTH-WEST M.G. FILM SHOW

THE M.G.C.C. (N.W. section) will hold a Film Show at the Flying Horse Hotel, Town Hall Square, Rochdale, Lancs. on Wednesday next, 6th February. The programme consists of recent motor racing films and begins at 7.30 p.m.

## B.A.R.C. A.G.M.

AT the Annual General Meeting of the British Automobile Racing Club on 24th January, the following were elected to the Council for 1952: George Abecassis, Alfred Loyalty, Major F. H. Bale, OBE, M.I.Mech.E., Prof. A. M. Low, D.Sc., A. G. Benson, C. K. Mortimer, I. F. Dyer, J. Gordon Offord, F. C. Gordon, England, F.R.Ae.S., Geo. Roberts, Col. H. B. Esward, DNO, J.D. Re. Hon. Lord Selkirk, DSC, Capt. A. Frazer Nash, M.I.Mech.E., H. R. Godfrey, M.I.Mech.E., R. G. Shepherd, David Hampshire, W. Urquhart Dykes, C. S. Wainman, Major L. H. White.

Newcomers to the Council are George Abecassis, C. K. Mortimer, David Hampshire and Lord Selkirk, all of whom are well-known racing drivers.

## COMING ATTRACTIONS

February 2nd-3rd. Leeds Univ. M.C. Night Navigation Trial, West Riding.

February 3rd. Hagley and District L.C.C. Clee Hill Trial, Shropshire. Start, Falcon Hotel, Bridgnorth from 9.30 a.m.

Herts County A and A.C. Winter Cup Trial.

February 10th. M.G. C.C. (SE) Clee Hill Trial. Source, M.C. President's Trophy Trial, Petersfield.

Yorks S.C.C. White Rose Trial Wharfedale. Start, Roud Hill, Sutton-in-Craven, 10.30 a.m.

Tipperary I.C. and M.C.C. Traders Cup Trial, Eire.

Plymouth M.C. Minor Trophy Trial, Standard Production Cars.

## LANCIA M.C. DRIVING TESTS

THE Lancia M.C.'s Driving Tests will be held at Bramley Park, Bramley, near Colindale, in 6th March. These have been designed for the everyday motor car and spectators are not allowed.

The start will be at the Aerodrome House, Cranston where competitors will leave for a 40-mile road section prior to the tests. The invited Clubs are B.A.R.C., Vintage S.C.C., West Essex C.C., Cranleigh and District M.C. and C.C., Maidstone and Mid Kent M.C., U.H.U.M.C., Brighton and Hove M.C.

Regulations and entry forms may now be obtained from the Secretary of the Meeting, Mrs. Neil Freedman, 4th Hyde Park Mansions, London, NW 1.

## LEICESTER HALF-DAY TRIAL

ON 10th February, the Leicestershire C.C. are holding a closed Half-Day Semi-Sporting Trial over a 40-mile course for the Bacon Trophy. Starting point will be the Lee Street Car Park, Leicester, first car going off at 1.30 p.m.

## WELL-SUPPORTED NOTTS EFFICIENCY CONTEST

THE Nottingham Sports Car Club's Standhill Efficiency Contest, held on Sunday, 20th January, attracted an excellent entry of 68, of which half were saloon cars.

In addition to some moderate trials roughery, a special test and questionnaire were included in the 70-mile course. A

## B.T.D.A. RALLY SILVER STAR

## SIX BRITISH EVENTS TO COUNT FOR 1952 AWARD

THE B.T.D.A. Committee have agreed to continue and extend their Silver Star Rally Competition and for 1952 the following six British rallies will be eligible for the award—

R.A.C. International Rally 31st March/5th April.

Morecambe Rally, 16th May/18th May.

Scottish Rally, 2nd June/6th June.

Welsh Rally, 11th July/12th July.

London Rally, 19th September/20th September.

Vauxhall saloon and an M.G. sports used for best performance, no one completing the course clean. Organization was in the hands of Alan Hough, Sales Manager of the Standhill Garage, who donated the Trophy to the club.

Within an hour of the last man's arrival the results were announced and the trophies were on view, ready for presentation.

## RESULTS

Best Performance—J. Curwen (Vauxhall) and K. Napside (M.G.) 4 marks lost; 2. G. N. Cooper (Standard) 5 marks lost; 3. Miss M. Shipside (Morris) and D. Wing (M.G.) 6 marks lost; 4. K. H. Douglas (Standard), 7 marks lost; 5. P. D. L. Williams (Morgan), T. D. Forbes (M.G.), F. H. Frost (M.G.) and N. B. Shoppers in (H.R.G.), 8 marks lost. 13 others finished.

Visitors' Cup (Best performance, Eastwood and D.M.C. member): F. V. Chambers (Dellow), 10 marks lost; 2. H. Goodman (Allard), 12 marks lost.

## THE WOLSELEY HORNET SPECIAL CLUB

SINCE its formation early in 1951, the Wolseley Hornet Special Club has established itself steadily, and membership has now risen to over 100. The Club's first organized event, the Tatfield Rally, took place in July and from it valuable lessons were learned which will be applied in future events. The "Tatfield" will, it is hoped, become an annual fixture.

The January News Letter recently issued contains useful information on the tuning and maintenance of Hornet engines, and a list of spares stockists.

## SUNBAC WEEKLY RENDEZVOUS

THE Boar's Head at Perry Barr is a weekly rendezvous for all Sunbac members and their friends on Thursday evenings from about 8 o'clock onwards. Once a month, however, a Discussion Night is held when visitors should not be brought. Future meetings are—

7th February Table Tennis Tournament.

21st February Discussion Evening Members only.

6th March, Talk on Batteries by Mr. K. McIvor of the Varley Accumulator Co.

20th March, Films by Esso, Ltd. Tickets only. Refreshments 2s. 6d.

27th March, Discussion Evening Members only.

M.C.C. Rally, 5th November/8th November.

Competitors will receive marks on the basis of 25 for best performance, 24 for second, 23 for third, etc. At the season's end, the best four markings out of six events will be taken, although competitors are not obliged to take part in all six.

Cars must be standard production catalogued models, of which at least 50 have been sold. Any accessory readily purchasable by the public may be fitted which does not alter the mechanical performance of the car.



# COMBINED NIGHT TRIAL

GOOD ENTRY AND GOOD SPORT IN UNITED HOSPITALS HANTS  
AND BERKS M.C. EVENT WON BY WILKINSON/SANDERS (A.C.)

A HEALTHY piece of inter-club co-operation came to fruition on the night of 26th January, when a closed night navigation trial organized by Geoff Tapp and Ken Blake of the United Hospitals and University of London M.C., and Gordon Madgwick and John Willis of the Hants and Berks M.C. was successfully staged. The continuing demand for navigation events on the now widely copied Hants and Berks pattern was reflected in the entry of 70 and the fact that the number of persons involved as competing crews and officials almost equalled total membership of the two clubs.

Although the event was initially conceived as catering for the impecunious student members of U.H.U.L.M.C. with no experience of this kind of thing, and was to have easy points and a low entry fee, it so turned out that the London entry was largely such cars as XK 120s, Mercedes 500K, Aprilias and the like, while we poor rustics of the H. and B. struggled round as best we could in our elderly touring machinery. Moreover, the organizers seeing "expert" entries pouring in, made the course no less difficult than that of the regular October classic, so that completed route cards were the exception rather than the rule. This was also due to the intense cold, reaching 14 degrees of frost during the night, and the exceedingly inconsistent state of the roads, which varied between dry concrete, snow, grey ice and black ice. Thus very modest driving methods were demanded, and some hills on secondary roads had to be by-passed as they were too slippery to climb. This meant that scheduled times between points were seldom achieved, and marshals, many of whom came from London on motor-cycles and who could not light bonfires for fear of revealing their positions were somewhat cold by breakfast time.

The start and finish were at the Queen of Hearts in Hindhead, and the course was about 80 miles round the southern half of sheet 169 of the inch Ordnance maps. The organizers used the usual six-figure map references for identifying their tie points with the exception of one for which a nautical latitude and longitude were given. This was fair enough, but the crafty devils had hand-picked certain competitors from the entry list to send them to this point first. Thus, instead of motoring off and performing ordinary drill of plotting a map reference, the map had to be spread out on the bonnet in running time and the somewhat difficult operation performed in the open with numbing extremities and breath freezing on spectacles by a crew who had not had time to warm to their work. The several pin-points arrived at by the rechecks being within walking distance of one another, one set off and commenced beating up the countryside. The writer with a pleasing sense of the dramatic, arrived at the start four minutes before his starting time with the car on fire, and having extinguished it by discon-

necting the battery, introduced the crew to each other, and was immediately called upon to perform the reduction of latitude and longitude referred to.

The points were not equipped with the captive comedians usually associated with Hants and Berks events, these being required by the Night Trial Marshal's Union to insist upon temperate weather, but the organizers had arranged some diabolical situations for the controls. In one case a snow-covered log across a small river tempted many to shuffle over to read a notice on the other side which though amusing, can hardly have been said to be constructive. The necessity of deciding upon the best of three possible routes by which to motor was commonplace, and the question of when to stop motoring and start walking presented no problem only to the Land Rover and Jeep entries. A point in open common on a footpath shown on the map, but which was obliterated, in fact, set a typical hazard, and could only be found by examining the bends in the adjacent main road and striking out on foot according to the orientation thus achieved. The special test was on an aerodrome, and the competitor had to do two laps round a barrel to which his navigator was attached by a rope of length twice the wheelbase, and as one gyrated so the rope wound round the barrel and shortened. Very difficult.

The accidents rate was pleasingly low, and apart from a couple of inoffensive ditchings an M.G. did actually roll over on its side and broke the windscreen. The only reason why this crew did not continue was that they couldn't stand the cold in their faces, but they very

politely called back at the start and reported their retirement to the official there.

Provisional results were announced during breakfast, and final results were posted on Sunday night.

HOLLAND BIRKETT

## RESULTS

Best H. and B. Member and Best Performance of Night: C. P. Wilkinson/T. Sanders (A.C.), 104 marks.

Best U.H.U.L.M.C. Member: J. I. Bremner/A. D. Kingdon (Lancia), 159

Best Novice: F. L. Stark/J. K. Latta (Ford), 258.

## SEWARD (FREAKIN) WINS HOULFORD TROPHY

THE North Devon Motor Club held its annual Houlford Trophy Trial last Sunday over a stiff 25-mile course in the Barnstaple area. Owing to a heavy fall of snow the previous day, course marking was difficult and the trial was of necessity conducted. There were 21 entries, 18 of which started. Roads were deeply covered with snow and from the organizers' point of view all 10 hills were in the very best of condition. The sections had everything from hub-deep mud to snow-covered rock and the competitors, some of whom had travelled over 100 miles in very bad weather conditions to the event, all expressed the opinion that the trial was an excellent one and were well satisfied with their day's sport.

## RESULTS

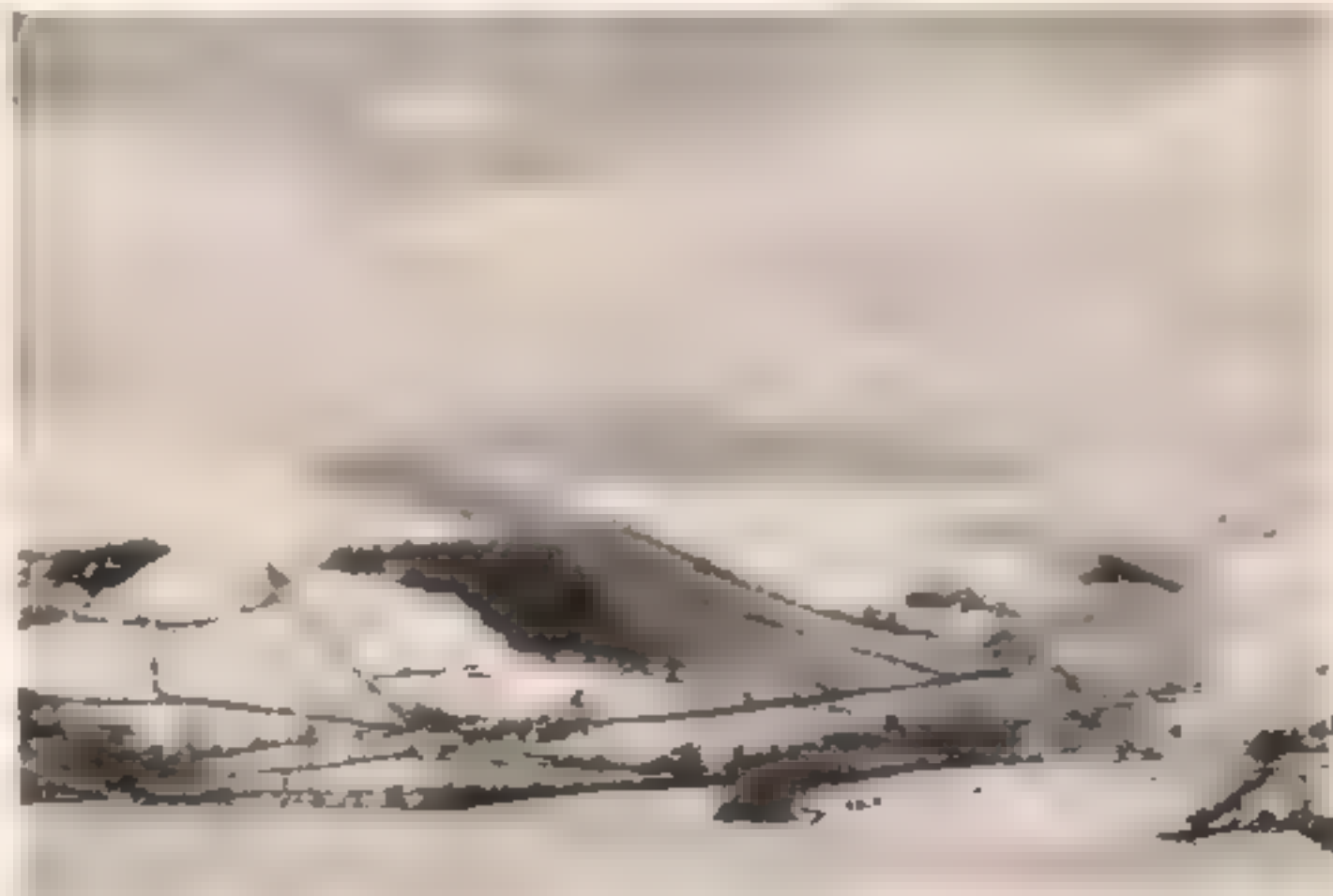
Houlford Memorial Bowl: C. E. Seward (100 Freakin), 11 marks lost.

North Devon Cup: E. J. Chandler (1,172 Chandler), 17.

Hastam Cup (best N. Devon member): A. B. Napper (1,172 Ford), 19.

First Class Awards: K. E. O. Burgess, 20, and W. Cuff, 22.

Team Prizes: Bristol (C. E. Seward, W. Cuff, I. D. L. Lewis).



Snow silhouettes likely trials sections which might otherwise pass unnoticed. There are two nice ones in this picture taken in North Wales by Russell Lowry.





*Bravo les vainqueurs!*

## MONTE CARLO RALLY

1st  
**ALLARD**  
(Allard)

2nd  
**STIRLING MOSS**  
(Sunbeam-Talbot)\*

3rd  
**ANGELVIN**  
(Simca)\*

first in the 1,500 c.c. class

subject to  
official confirmation

all  
using



*\*Also using Shell Oil*  
**You can be sure of Shell**

### Correspondence—continued from page 139

own engine to the vendor of the desired machinery for, say two-thirds of the laid down figure.

I agree that this rule should apply to engines only, as apart from Mr. Caesar's very sound reasons, the chassis and body would in all probability have taken the whole of the winter to complete and should the owner be obliged to sell he would either have to retire for the remainder of the season or challenge some other unfortunate to sell and put him in a similar position.

N. G. LOADS

HALESTAD, ESSEX

### Those Dangling Dollies—Vintage Replies

MAY I reply to Six Eighty, who takes me to task for venturing to criticize modern cars as lacking individuality. I pass over his remarks that dolls in rear windows are purely ornamental. Evidently our taste in ornaments differs. The accusation that I wear yellow socks and scarf and a funny hat is unfounded, and your cartoon in the same issue points to the fact that curious clothing is not the prerogative of vintage drivers. My silence certainly has no holes, but it is a modern silence and the best of them are made that way nowadays. As to muddy number-plates, I have efficient mudguards, now called wings, though they are far less wing-like than they used to be, and my number-plates keep clean. The rear one is illuminated by two lamps and I intend fitting rear lights to show the width of the car as soon as I can find some that look all right. That is one point where I admit the advantage of a modern car. It is well lit from the rear. On the other hand, I can see my side lights from the driving seat, and as they have red panels in the back, I am always sure they are alight. This is not so on many moderns. In fact, in the day time, with full width rear windows and a large boot, it's difficult to know whether a car is coming or going.

Taking it all round, I doubt that Six Eighty has much that I haven't, and my car was built 25 years ago; i.e., integral body and chassis, a windscreen that opens, accurate and high geared steering, an extremely good lock, even that debatable blessing, double dipping headlamps, now modified to dip and switch. Add to this the ability to cover 100 miles in 2½ hours at 26-28 miles per gallon, wheels that can be changed, with help, in 45 seconds, and accessibility of all parts unknown today, and I don't think I need emphasize the car's individuality. By the way, I also have an oil level indicator, instead of the pull out -wipe-put in -pull out -look -and put in dipstick.

The disadvantage, if it is such, of an individual type of car, is that it is so easily recognized, by the police amongst others. However, as I usually drive carefully, this does not worry me much, and speed-cops have more than once asked after the car quite kindly.

VINTAGE

RAGLAN, MON

### Film Goers' Query Answered

MR RICHARD A. WOOD will find the answer to "Film Goers' Query" (Correspondence, 28th December) on page 8 of the American magazine *Motor Trend* for December, 1949. The Topper car was a Series 80 (now the Roadmaster) Buick chassis with a custom body designed in 1936 by Tony Garrity of Los Angeles, and built in the shops of Bohman and Schwartz of Pasadena for Hal Roach Studios. For the invisible man sequences, a second steering wheel mounted down near the floor was used, the driver lying prone and watching the road through a hole in the firewall and through the specially designed grille. In 1949 it was remodelled by Bahman and Sons of Pasadena for its new owners, the General Petroleum Corporation, and was used by officials in the 1950 Mobilgas Grand Canyon Economy Run. In this form it is just visible in the centre-spread photograph in the Floyd Clymer book about the Economy Run. It is at the front of the photograph at the far left, towing a trailer.

F. H. A. WILLIAMS

WALLACEY, CHESHIRE

### Rockets for Mr. Richardson

As regular readers of AUTOSPORT, we consider Mr. Eri H. Richardson, Jr.'s, letter published in the 18th January issue, in bad taste. A discussion on the relative merits, or otherwise, of two marques should not promote a tirade about Mr. Bolster's scholastic abilities or his status as a gentleman.



**Correspondence—Continued**

As a regular reader Mr. Richardson should know that Mr. Bolster's articles on English and foreign vehicles are anything but biased—see article on "Competition 760 Renault", as an example.

We consider present Bugatti design as pre-war standard, viz., coil springs, etc.; in other words, a revamped \$75

R. D. RUPNER, E. CHAMBERS, R. F. PIERPOINT

HARTFIELD, SUSSEX.

**Sports-car Racing at Reasonable Cost**

YOUR correspondent, Mr. M. O. Imray (issue 18th January, 1952), and other enthusiastic, although impecunious, followers of the sport should immediately join the British Amateur Motor Racing Club and fulfil their ambitions.

There are opportunities for both the ambitious driver and the more technical minded to act as mechanics, and very briefly the aims of the Club are similar to those of the private flying clubs, which own the machines and provide facilities for use, to members.

The Club now owns quite a potent racing-car, which will be available to members for the forthcoming season, and it is hoped that the programme may include sprints, hill-climbs and short track races. The secretary, Mr. I. A. Douglas, of 15 Westfield Crescent, Riddlesden, Keighley, Yorks, will, I am sure, welcome enquiries from as many potential new members as would care to write.

F. J. TIEDMAN

LONDON, N 9

**Wimbles Again**

IT is obvious, surely, that Messrs. Potter and Richards' correspondent has learnt his English from reading Lewis Carroll. For instance, who does not know this author's famous poem Jabberwocky?

"'Twas Molsheim and the groily mechs  
Did wair and wimble in the garge;  
All plightly were the Buglywrecks  
And the Gaumbille upsarge."

Incidentally, I suppose Mr. Richardson, Jr., will be after my blood for 'Buglywrecks' but I plead ~~unpleasant~~ poetic licence and a very bad taste left in my mouth by his letter. I hope J.B. is duly flattered that someone believes that his casual penning can have considerable effect on the sales of such a well-known car as the "Bug". Personally, meaning no disrespect to Bolster, I doubt if it would have any, and, giving



**GENTLEMEN, THE WIMBLE:** This illustration captioned "English wimble, circa 1800-1825. . . ." is reproduced by courtesy of The Hardware Trade Journal from "The Story of the Wimble" by John F. Chalkley, who reveals that it is actually a wood-borer, ancestor of the modern drill brace and dates back to the 14th century.

evidence of a strong pro-Bolster bias, I suggest that Mr. Richardson, Jr., is talking through a hole in his manifold.

SNR. WAMBLER

LIVERPOOL

THE letter in your current issue relating to the mysterious subject of "Wimbles" amused and interested me, and prompted a little mild dictionary research. The word the writer required was, I think, "Re-bore" as the definition of "Wimble", according to an old edition of *Nuttall's Standard Dictionary* is "an instrument for boring holes, turned by a handle."

Putting my guess is not too far wide of the mark and wondering if any other reader will turn up a more logical conclusion.

GRAHAM W. BIESON

OXHEY, HERTS.

**Racing Drivers' "Medicals"**

IS Mr. Clapham, in his letter published on the 4th January last seriously trying to make us believe that drivers were turned down for the Ulster Trophy event in spite of being able to produce medical certificates from eminent authorities? This would appear to be ridiculous, as I am sure that the R.A.C. would not stand for a practice such as this.

Surely an entrant producing a medical certificate of his fitness would not be debarred by any reputable clubs sanctioned by the R.A.C., who, I am sure, would be prepared to accept such a certificate from drivers in speed events sponsored by them in the coming season.

K. DERBYSHIRE

LONDON, N W 2

**The Mercedes-Benz 300 S—**

*continued from page 136*

and manoeuvrability was definitely more in keeping with starker Karosserie.

On the autobahn the speedo needle could be kept steady at 160 k.p.h. without any effort and 20 kilometres can be covered in seven minutes 30 seconds on the stop watch.

Back in Unterturkheim we took to the hills and here, the manoeuvrability and braking were tested to the full. The winding roads were crawling with tiny horse-drawn carts that are normally used for transporting grapes to the wine presses. Road surfaces were definitely Continental second-class, but the 300 S went up almost like an XK 120. The clutch was delightfully smooth and although I'm personally "agin 'em", the column-mounted gear change lever was a positive joy.

Altogether, the 300 S is a most desirable piece of machinery. It

can be induced to go very quickly indeed, gives an extremely soft ride without too much roll, and handles in a truly "sports-car" fashion. Acceleration is well out of the "luxury tourer" class and definitely high averages can be maintained

with this car. It may have been my imagination but there was a certain something about the feel of the 300 S that suggested motoring in the best tradition as opposed to being transported in a gin palace.

T. W. STUBBS.

★  
**VIEW FORWARD:** The vec screen, the dash instruments panel and two spoke steering wheel of the 300S Mercedes-Benz.  
★





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**ONE R. 5/B. E.R.A.** 1½-litre Grand Prix car. Single stage supercharged. First-class condition, ready to race. With spares, including twin rear wheels, £1,150.—Litter Engineering Co., Ltd., Casino Garage, 310 Kensington, Liverpool, 7.

**RALLY**

**1934 RALLY 10** h.p. open sports 2-seater, five excellent tyres, many modifications, details see correspondence column AUTOSPORT, 18th January, £165.—171 Englands Lane, Loughton, Essex. Loughton 4120.

**RILEY**

**1937 RILEY 12/4** Falcon, engine reconditioned —not run in—chassis and body in excellent condition. £485.—Phone Vigilant 4193.

**SINGER**

**1951 4 A.B. SINGER** roadster, 6,000 miles, as new, £600 subject to B.M.T.A. consent. —D. Scott, Bowyer's Place, Liss, Hants. Liss 19.

**S.S.**

**1939 S.S. 100** Competition model, new engine fitted, reconditioned gearbox, complete chassis overhauled, over £300 spent. Winner of nine awards last season—colour grey.—Phone Vigilant 4193.

**SUNBEAM**

**LATE 1913 SUNBEAM 21** h.p. saloon, beautiful car, in perfect condition, £155.—Sandall Motors, 8 Sandall Road Mews, Camden Town, N.W.1. Tel.: GULiver 2756.

**SPECIAL OFFERS**

**ALTON GARAGE** of PADDINGTON are clearing many part-exchanged "other makes" at ridiculous prices and can offer easy terms from as little as £25 down. Please phone or call for current list.—17-19 Brook Mews North, W.2. PAD 1952.

**CHILTERN Cars** offer Alfa-Romeo, Bugatti, Dyna-Panhard, Ford, Frazer-Nash/BMW, M.O., Riley, Singer, Studebaker, Talbot and Bentley. Terms, Exchanges.—11a Water Lane, Leighton Buzzard, Bedfordshire. Telephone: 2060.

**ELITE MOTORS (Tooting), LTD.**

The largest show in the South, over 200 used cars and motor-cycles in stock. Hire purchase specialists, part exchanges welcomed (cars for motor-cycles and vice versa). Immediate delivery, own insurance and taxation offices, walk in, drive away in twenty minutes.—951-961 Garratt Lane, Tooting, S.W.17. Phone: BALham 2474 (4 lines). Hours of business: 9 a.m. to 7 p.m., Monday to Saturday, 1 p.m. Wednesday.

**RICHARDS AND BROWN offer:**

1932 Nash 29 h.p. 8-cylinder d/h. coupé, £85. Lea-Francis twin o.h.c. 14 h.p., rebuilt, £10 tax, excellent tyres, taxed, £100. Low h.p. sports-cars wanted. Hire purchase, part exchange, cars sold on commission or purchased for cash.

Ringers Road, Bromley, Kent.

Phone: Ravensbourne 6479-0191.

**POTTER AND RICHARDS** offer choice of the following cars: Rolls-Royce, Rover, Allard, Alvis, H.R.O., Javelin, Citroën, Talbot, Renault, Bugatti, Hotchkiss, Alfa Romeo, at attractive prices. Part exchanges, terms, etc.—62 Princes Gate Mews, S.W.7. KEN 6955.

**PETER BROWN AUTOMOBILES**

offer:

1939 MORRIS 8 saloon, Series E, immaculate condition. £385.

1934 N-type M.G. pillarless saloon, fitted E.N.V. racing gearbox. Very clean, attractive car. £225. Terms and exchanges.

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Tel.: Ravensbourne 6105.

**SOUTHERN EXCHANGE MOTORS**

1938 MORRIS 8 tourer .. .. £275  
1938 2½-litre JAGUAR d/h. coupé .. .. £385  
1946 FORD V-8 utility-metal body .. .. £145  
1936 B.S.A. sports 2-str. .. .. £185  
1933 B.S.A. sports 4-seater .. .. £125

57 LOAMPIT VALE,

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**1950 (June) MORRIS MINOR TOURER**

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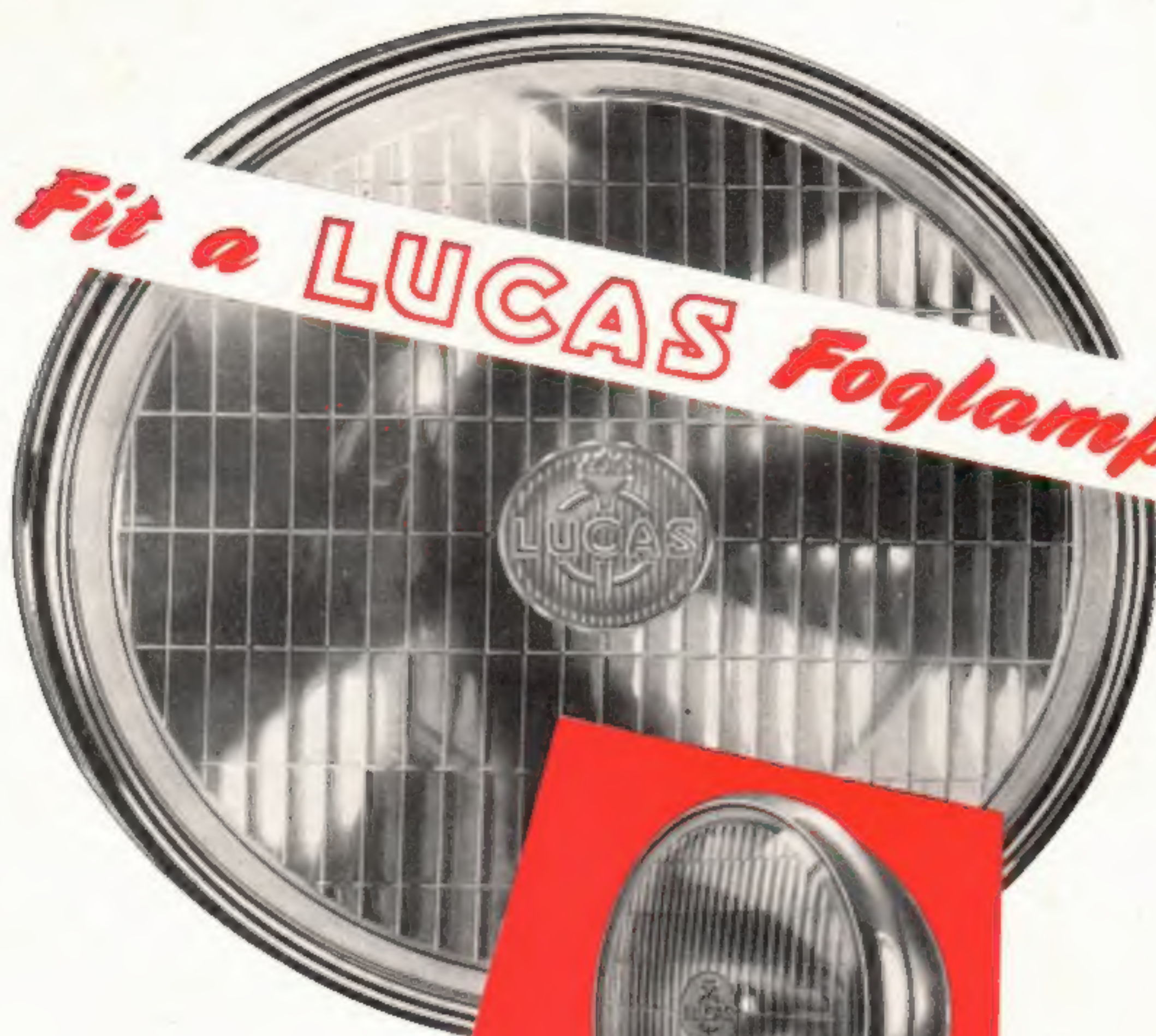
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